ANNUAL REPORT

OF THE

DEPARTMENT

OF

TRANSPORTATION

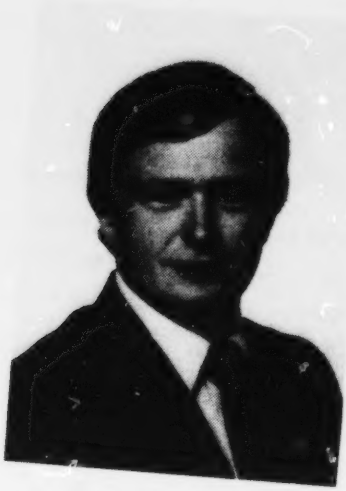
& PUBLIC WORKS

FOR THE PROVINCE OF

Prince Edward Island

FOR THE PERIOD ENDED MARCH 31st

1986



ROBERT MORRISSEY
Minister of Transportation and Public Works

TO HIS HONOUR

THE HONOURABLE LLOYD G. MacPHAIL
Lieutenant Governor of Prince Edward Island

May It Please Your Honour:

I respectfully submit herewith, for the information of Your Honour and Legislature of Prince Edward Island, the Annual Report of the Department of Transportation and Public Works for the fiscal year ended 31 March 1986.

I have the honour to be, Sir

Your obedient servant,

Robert Morrissey

ROBERT MORRISSEY
Minister

The Honourable Robert M. Morrissey
Minister of Transportation & Public Works
Province of Prince Edward Island

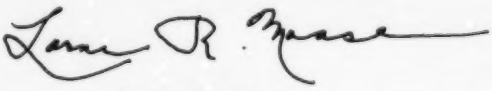
Sir:

As I was associated with the Department of Transportation and Public Works for only a brief time during the period covered by this Report, I do not consider it appropriate for me to comment on the work of the Department. I would like, however, to acknowledge the retirement of my predecessor in this office, G. Douglas Dennis. Mr. Dennis retired after almost 27 years in government service-21 of those years at the Deputy Minister level. I would also like to recognize the retirement of eleven other employees from the Department during the year under review and to thank them for their years of service.

Finally, I believe it is appropriate to note the amendment of the *Highway Traffic Act* during the 1985 session of the Legislative Assembly which provided for mandatory seat belt use by children under the age of 12.

The activities of the respective Divisions are recounted in the following pages of this Report.

Respectively submitted,



Lorne R. Moase
Deputy Minister

TABLE OF CONTENTS

Page

DEPARTMENTAL LEGISLATION 8
DEPARTMENT ORGANIZATION 9
PERSONNEL 10

HIGHWAY CONSTRUCTION DIVISION

Chief Engineer's Report 12
Highway Strengthening Report 14
Economic & Regional Development Agreement Report 15
Prince County Provincial Recap Report 16
Queens County Provincial Recap Report 17
Kings County Provincial Recap Report 18
Prince County Provincial Paving Report 19
Queens County Provincial Paving Report 20
Kings County Provincial Paving Report 21
Prince County Provincial Rural Road Program 22
Queens County Provincial Rural Road Program 23
Kings County Provincial Rural Road Program 24
Special Projects Engineer's Report 25
Subdivision Engineer's Report 26
Bridge Engineer's Report 27
Highway Planning Engineer's Report 29
Material Engineer's Report 30
Traffic Engineering Report 32
Provincial Projects - Tenders 35
Provincial (Highway Strengthening) Tenders 47

HIGHWAY MAINTENANCE DIVISION

Summer Maintenance 50
Winter Maintenance 55
Snow Removal 56

ADMINISTRATION & FINANCE DIVISION

Mechanical Branch 61

PUBLIC WORKS DIVISION

Design 62
Construction 62
Insurance & Leasing 62
Energy Conservation 63

Properties & Surveys 64
Operations & Maintenance 66
Accommodations 68
Schedule of Buildings 69
Tenders 71

PARKS & SERVICES DIVISION

Provincial Parks 73
Planning 74
Statistics 75
Audio Visual Services Centre 78
Government Mail Room 79
Island Information Services 83
Queens Printer 84

TRANSPORTATION DIVISION

Air Transport 87
Bus Transport 89
Communications 90
Ferry Services 91
Freight Audit Service 94
Island Transit 95
Maritime Provinces Transportation Committee 95
Rail Transport 99
Transportation Statistics 103

HIGHWAY SAFETY DIVISION

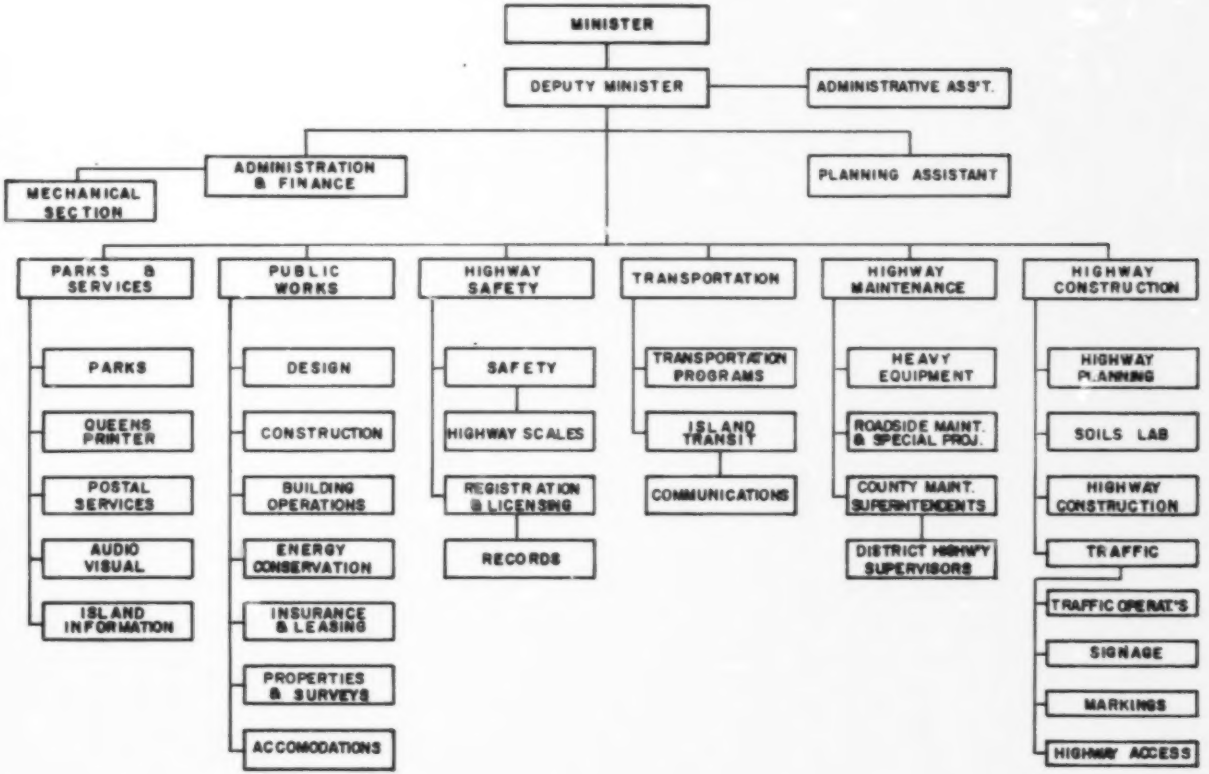
Highway Safety 106
Records 107
Safety 108

STATEMENT OF EXPENDITURES 113

DEPARTMENTAL LEGISLATION

1. Access to Public Buildings Act
2. Architects Act
3. Crown Building Corporation Act
4. Engineering Profession Act
5. Expropriation Act
6. Georgetown Common Land Act
7. Highway Traffic Act
8. Land Survey Act
9. Land Surveyors Act
10. Motor Carrier Act
11. Off-Highway Vehicle Act
12. Public Works Act
13. Queen's Printer Act
14. Recreation Development Act
15. Roads Act

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



PERSONNEL

Minister of Transportation & Public Works	Hon. Robert Morrissey
Deputy Minister of Transportation & Public Works	Lorne R. Moase
Highway Construction Division	Thomas W. Walker
Highway Planning	Mike Bailey
Soils Lab	Lee Bell
Construction	Arthur Garrett
Traffic, Signage & Markings	Allan Bartlett
Highway Maintenance Division	George Trainor
Heavy Equipment & Snow Removal	Cyrus MacEachern
Roadside Maintenance & Special Projects	James Molyneaux
Prince County Superintendent	Wayne Peters
District Highway Supervisors - Prince 1	Brenton Phillips
- Prince 2	Frank MacKinnon
- Prince 3	Keith Sudsbury
- Prince 4	Alastair MacLeod
- Prince 5	Alden Ryder
Queens County Superintendent	Rodney Walsh
District Highway Supervisors - Queens 1	Donald Dickieson
- Queens 2	Clayton Coles
- Queens 3	Bennett MacIsaac
- Queens 4	Richard Rooney
- Queens 5 & 6	Leonard McCabe
Kings County Superintendent	Leonard Williams
District Highway Supervisors - Kings 1	George Saville
- Kings 2	Robert Rowell
- Kings 3	Raymond Acorn
- Kings 4	Irving MacKay
- Kings 5	George MacPherson
Administration & Finance	P. Joseph Murphy
Mechanical - Charlottetown	Herbert MacDougall
Mechanical - Summerside	Eric Campbell
Parks & Services Division	Douglas Murray
Parks West	Garth Gillispie
Parks East	Harry Simmonds
Visitor Services	Dave Mills

Parks Resources	Bruce Smith
Queens Printer	William Auld
Postal Services	Leo Gallant
Audio Visual	Brian Willoughby
Island Information Services	Frank Arsenault
Public Works Division	Joseph Caswell
Design	Foster Miller
Construction	Richard MacKinnon
Building Operations	Eric Arsenault
Insurance & Leasing	Keith Mollison
Accommodations	Milan Radanovich
Properties & Surveys	Clifford Campbell
Highway Safety Division	Glen Beaton
Safety	Foch McNally
Registration, Licensing & Records	Joseph Gallant
Transportation Division	Kenneth MacKenzie
Transportation, Communications & Island Transit	John Kane

HIGHWAY CONSTRUCTION DIVISION

CHIEF ENGINEER'S REPORT 1985-1986

Highway Strengthening Program

Seven tenders were called for work under this program. Five of these were for new projects and two were to complete Stage II Construction. One project, Richmond to the Line Road on Route 2, was completed this year as well, this project being tendered but not completed the previous year. The 1986 Construction Season for awarding tenders under this shared cost program.

Subsidiary Agreement on Transportation

Three tenders were called for work under this Program. These include on Route 1, Albany to Borden; Route 2, Winsloe to Peter Pan and Route 4, Seven Mile Road from Glenfanning to Primrose. This new work totalled 13.04 kilometres. Two tenders from the previous year, Vernon River to Millview on Route 4 and Profits Corner to Alma on Route 2 were completed.

Provincial Recap Projects

This was a new program in 1984 and continued in 1985 with the calling of 23 tenders for the upgrading and strengthening of sections of the Province's rural road network. There were 70.46 kilometers of new recap placed in 1984 and 68.35 kilometers of new recap placed in 1984 and 68.35 kilometers of new recap placed in 1985 totalling 134.81 kilometers. In most cases, the original asphalt is retained and is used to complement the strength of the new pavement to provide a road which is not subject to spring weight restrictions.

Gravel Road Programs

This program began in this year. Twenty-seven tenders were called for the work. Ten of which were for imported aggregate. Four of these were not completed in this construction year. There were 20.93 kilometres completed with local gravel and 7.62 kilometres of imported gravel used.

Provincial Paving Program

The majority of these projects are of such a size that it is more convenient and time saving to use the standard department prices for various items of work when those items are valued at less than seventy-five thousand dollars or

at the discretion of the Minister. There was 3.68 kilometres of new pavement placed on previously unpaved roads during this construction season.

Intersection Construction

Tenders were called for the reconstruction of the Canada Tire-Towers Intersection on University Avenue, for a new intersection on the Brackley Point Road to serve the new airport terminal building and for additional lanes and widening on the Trans Canada Highway in Cornwall.

Charlottetown Perimeter Road

The section of this road from Kensington Road on Riverside Drive to Brackley Point Road came under tender later in this season for construction in the coming year.

Bridge Construction and Maintenance

A temporary bridge was placed at the West River Causeway site to carry traffic around the construction of the new channel opening and bridge scheduled to begin in 1986.

Sandstone rip-rap and fill was placed on the west approach of the Hillsborough Causeway and a section of the bridge was scraped and painted.

Tenders were called for all the above work. In addition to the above, there were twenty-three small crossings repaired or replaced under the capital account.

Reports from the Highway Planning Section, Soils and Materials Branch and Traffic Engineering Section are included as part of this report.

HIGHWAY STRENGTHENING REPORT 1985-1986

	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon	To be Sealed
2nd Prince							
Portage-West Devon			4.44	4.44		4.44	4.44
Subtotals			4.44	4.44		4.44	4.44
3rd Prince							
Richmond-Line Rd.					2.70		
Allan Rd-Days Cor					4.30		
Subtotals					7.00		
4th Prince							
North Bedeque-Central Bedeque			3.42	3.42		3.42	3.42
Subtotals			3.42	3.42		3.42	3.42
1st Queens							
Clyde Rd-Smith Rd					4.20		
Clyde Rd-Hunter R.		3.00	3.00	3.00		3.00	3.00
Subtotals		3.00	3.00	3.00	4.20	3.00	3.00
3rd Queens							
Mt. Stewart-St. Andrews		3.80	3.80	3.80		3.80	3.80
Subtotals		3.80	3.80	3.80		3.80	3.80
5th Kings							
Dingwells Mills	2.76		2.76	3.36		3.36	3.36
Subtotals	2.76		2.76	3.36		3.36	3.36
TOTALS	2.76	6.80	17.42	18.02	11.20	18.02	18.02

ECONOMIC AND REGIONAL DEVELOPMENT AGREEMENT REPORT 1985-1986

	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon	To be Sealed
1st Prince							
Western Road Profits Cor-Alma	2.80	2.80		2.80	5.10	2.80	
Subtotals	2.80	2.80		2.80	5.10	2.80	
4th Prince							
Albany-Porden			5.68	5.68	0.86	5.68	5.68
Subtotals			5.68	5.68	0.86	5.68	5.68
3rd Queens							
Sherwood Road-Winsloe		2.52	2.52	2.52		2.52	2.52
Subtotals		2.52	2.52	2.52		2.52	2.52
4th Queens							
Vernon River to Millview	3.91	3.91	3.91	4.91		3.91	4.91
Subtotals	3.91	3.91	3.91	4.91		3.91	4.91
5th Queens							
Peter Pan-Sherwood Road		0.76	0.76	0.76		0.76	0.76
Subtotals		0.76	0.76	0.76		0.76	0.76
6th Queens							
Peter Pan-Sherwood Road		0.76	0.76	0.76		0.76	0.76
Subtotals		0.76	0.76	0.76		0.76	0.76
3rd Kings							
Seven Mile Road					2.82		
Subtotals					2.82		
TOTALS	6.71	10.75	13.63	17.43	8.78	16.43	14.63

PRINCE COUNTY PROVINCIAL RECAP REPORT 1985-1986

	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon	To be Sealed
1st District							
Greenmount Road	3.1			3.1	3.1	3.1	
Campbellton (Shore)				0.4		0.4	0.4
Boulter Road					1.35		
Subtotals	3.1			3.5	4.45	3.5	0.4
2nd District							
Campbellton (Shore)				2.60		2.60	2.60
Boulter Road		0.4		1.70	4.75	1.70	
Dystant Road				0.45	0.45	0.45	
Subtotals		0.4		4.75	5.20	4.75	2.60
3rd District							
Grand River Road				3.0		3.0	3.0
Subtotals				3.0		3.0	3.0
4th District							
Blueshank Shoulders (Gravel)							
Margate Road				4.4		4.4	4.4
North Carleton Rd.	2.46	2.46		2.46		2.46	2.46
Kelvin Grove Road					2.23		
Kinkora (Bedeque)	4.34	4.34		5.11		5.11	5.11
North Bedeque (1A)				0.6	0.6		
Subtotals	6.8	6.8		12.57	2.83	11.97	11.97
PRINCE COUNTY TOTALS	9.9	7.2		23.82	12.48	23.22	17.97

QUEENS COUNTY PROVINCIAL RECAP REPORT 1985-1986

	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon	To be Sealed
1st District							
Bedeque (Shamrock)				3.35		3.35	3.35
New London Rd. (Clifton)				5.60		5.60	5.60
Subtotals				8.95		8.95	8.95
2nd District							
Rustico Road					2.2		
Kingston Rd (84)					1.7		
Darlington Road					2.6		
Kingston Road				5.2		5.2	5.2
Wiltshire (Warren Grove)				4.7		4.7	4.7
Subtotals				9.9	6.5	9.9	9.9
3rd District							
York Road					5.31		
Covehead Road				2.00		2.00	2.00
Tea Hill Road				2.00		2.00	2.00
Brackley Point Rd.				4.00		4.00	4.00
48 Road	0.18	0.18		0.18		0.18	0.18
Subtotals	0.18	0.18		8.18	5.31	8.18	8.18
4th District							
China Point Rd.				1.80	6.30	1.80	
Alexandra Road				4.00		4.00	4.00
Subtotals				5.80	6.30	5.80	4.00
5th District							
Doncaster Avenue	0.56		0.56	0.56	0.56	0.56	
Fountain Drive	0.27		0.27	0.27	0.27	0.27	
Birchmount Drive	0.20		0.20	0.20	0.20	0.20	
Riverside Drive					1.95		
QEH Intersection					0.30		
Subtotals	1.03		1.03	1.03	3.28	1.03	
QUEENS COUNTY TOTALS	1.21	0.18	1.03	33.86	21.39	33.86	31.03

KINGS COUNTY PROVINCIAL RECAP REPORT 1985-1986

	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon	To be Sealed
1st District							
Fortune Road					1.10		
East Point Road	1.38		1.38	1.74		1.74	1.74
Subtotals	1.38		1.38	1.74	1.10	1.74	1.74
2nd District							
Forest Hill Rd				2.54		2.54	2.54
Bangor Road	1.20		1.20	1.88	5.74	1.88	
Subtotals	1.20		1.20	4.42	5.74	4.42	2.54
3rd District							
Mellish Road				1.18	1.18	1.18	
48 Road	0.70	0.70	0.70	1.80		1.80	1.80
Subtotals	0.70	0.70	0.70	2.98	1.18	2.98	1.80
4th District							
Nil							
5th District							
Panmure Island Rd.					2.13	2.13	
Subtotals					2.13	2.13	
KINGS COUNTY TOTALS	3.28	0.70	3.28	9.14	10.15	11.27	6.08
GRAND TOTALS	14.39	8.08	4.31	66.82	44.02	68.35	55.08

PRINCE COUNTY PROVINCIAL PAVING REPORT 1985-1986

	Grade	Gravel	Base	Seal	New Pave	Recon	To be Sealed
1st District							
Thompson Road		0.30	0.30		0.30		0.30
Dunbar Road		0.46	0.46		0.46		0.46
Centennial St. (O'Leary)		0.10	0.10	0.10	0.10		
Willow St. S.S. (O'Leary)	0.32	0.32	0.32	0.32			
Church Street (Tignish)	0.40	0.40	0.40				
Subtotals	0.72	1.58	1.58	0.42	0.86		0.76
4th District							
Pope Road S.S.	1.0	1.00	1.00				
Pine Drive (St. Eleanors)		0.50	0.50	0.50	0.50		
Old Tryon Road		0.06	0.06	0.06	0.06		
Branch Road		0.30	0.30		0.30		
Old Princetown	0.83						
Newtown Road Shoulders	0.44	0.44	0.44	0.44			
McEwen Road S.S.							
Briggs Road	0.20	0.20	0.20		0.20		0.20
Subtotals	2.47	2.05	2.05	0.55	0.61		0.20
5th District							
McEwen Road S.S.							
Subtotals							
PRINCE COUNTY TOTALS	3.19	3.63	3.63	0.97	1.47		0.96

QUEENS COUNTY PROVINCIAL PAVING REPORT 1985-1986

	Grade	Gravel	Base	Seal	New Pave	Recon	To be Sealed
2nd District							
Miltonvale Rd	1.07	1.07	1.07		1.07		
Subtotals	1.07	1.07	1.07		1.07		
3rd District							
Aptos Drive	0.10	0.10	0.10		0.10		0.10
Ross Crescent	0.06	0.06	0.06		0.06		0.06
Corrigan Road				0.10			
Subtotals	0.16	0.16	0.16	0.10	0.16		0.16
4th District							
Iris Road		1.60	1.60		1.60		1.60
Selkirk Road			2.60				2.60
Subtotals		1.60	4.20		1.60		4.20
5th District							
Belvedere Ave. Landscaping and Sidewalks							
Ralden Drive	0.12		0.12		0.12		0.12
Mt. Edward Rd & Allan St Intersection Landscaping							
Subtotals	0.12		0.12		0.12		0.12
QUEENS COUNTY TOTALS	1.35	2.83	5.55	0.10	2.95		4.48

KINGS COUNTY PROVINCIAL PAVING REPORT 1985-1986

	Grade	Gravel	Base	Seal	New Pave	Recon	To be Sealed
1st District							
St. Catherines Rd		0.44	0.44		0.44		0.44
Greenvale Road	0.40	0.40	0.40		0.40		0.40
Kitson Road	0.30	0.30	0.30		0.30		0.30
Souris Main St. Shoulders				0.40			
Subtotals	0.70	1.14	1.14	0.40	1.14		1.14
5th District							
Fortune Dump Rd			0.12		0.12		
Subtotals			0.12		0.12		
KINGS COUNTY TOTALS	0.70	1.14	1.26	0.40	1.26		1.14
GRAND TOTALS	5.24	7.60	10.44	1.47	5.68		6.58

PRINCE COUNTY PROVINCIAL RURAL ROAD PROGRAM 1985-1986

The following is a tabulation by districts:

	Grade	Local Gravel	Imported Gravel	To be Completed
1st District				
Settlement Road	1.50	1.50		
Trainor Road	1.42		1.42	
Subtotals	2.92	1.50	1.42	
2nd District				
West Devon Road	2.25			
Subtotals	2.25			
3rd District				
Higgins Road	1.44	1.44		
Cameron Road	0.60	0.60		
Subtotals	2.04	2.04		
4th District				
North St. Eleanors	1.42	1.42		
Raynor Road	0.40			
Subtotals	1.82	1.42		
PRINCE COUNTY TOTALS	9.03	4.96	1.42	

QUEEN COUNTY PROVINCIAL RURAL ROAD PROGRAM 1985-1986

The following is a tabulation by districts:

	Grade	Local Gravel	Imported Gravel	To be Completed
1st District				
Riverdale Road	0.90	0.90		
St. Catherines Rd.	1.00		1.00	
Trout River Road		2.10		2.10
St. Patricks Road	2.00			
Subtotals	3.90	3.00	1.00	2.10
2nd District				
Toronto Road			1.20	
MacEachern Road	0.60		0.60	
Subtotal	0.60		1.80	
3rd District				
Hardy Mill Road	1.82			1.82
Corrigan Road	0.70			0.70
McGuirk Road	1.30		1.30	0.80
Subtotals	3.82		1.30	3.32
4th District				
Maitland Road	1.00	3.00		
Iris Road		1.60		
Subtotals	1.00	4.60		
6th District				
Hurry Road	0.10		0.10	
Subtotals	0.10		0.10	
QUEENS COUNTY TOTALS	9.42	7.60	4.20	5.42

KING COUNTY PROVINCIAL RURAL ROAD PROGRAM 1985-1986

The following is a tabulation by districts:

	Grade	Local Gravel	Imported Gravel	To be Completed
1st District				
St. Catherines Rd		0.44		
Greenvale Road	0.40	0.40		
Sheehan Road	3.00	0.10		
Kitson Road	0.30	0.30		
Subtotals	3.70	1.24		
2nd District				
Windon Road		2.00		
Subtotals		2.00		
3rd District				
Collins Road	0.80	0.80		
Greenfield Road		1.00		
Subtotals	0.80	1.80		
4th District				
Mill Road		1.00		
Subtotals		1.00		
5th District				
Sturgeon Wharf Rd.		0.30		
St. Georges Wharf Rd.		0.40		
Red House Road	2.00		2.00	
Mill Road	1.63	1.63		
Subtotals	3.63	2.33	2.00	
KINGS COUNTY TOTALS	8.13	8.37	2.00	
GRAND TOTALS	26.58	20.93	7.62	5.42

SPECIAL PROJECTS ENGINEER'S REPORT 1985-1986

	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon	To be Sealed
4th Prince							
Kensington Main St. Broadway South	0.60	0.60	0.60	0.60	0.60	0.60	0.22
Subtotals	0.60	0.60	0.60	0.60	0.60	0.60	0.22
2nd Queens							
Cornwall Inn. (TCH)	0.34	0.34	0.34	0.34		0.34	0.34
Subtotals	0.34	0.34	0.34	0.34		0.34	0.34
5th Queens							
Riverside Drive	0.80	0.80	0.80	0.80	1.95	0.80	0.80
Q.E.H. Inters.					0.30		
Charlottetown Perimeter Road	0.28					0.28	1.34
MacAleer Drive	0.86	0.86	0.86	0.76	0.72	0.23	0.14
Airport Access Intersection:							
Brackley Point Rd.	0.46	0.46	0.46	0.46		0.46	0.46
Sherwood Road	0.14			0.14		0.14	0.14
CTC Intersection	0.15	0.15	0.15	0.15	0.15	0.15	
Subtotals	2.69	2.27	2.27	2.31	3.12	2.06	2.88
6th Queens							
CTC Intersection	0.15	0.15	0.15	0.15	0.15	0.15	
Subtotals	0.15	0.15	0.15	0.15	0.15	0.15	
TOTALS	3.78	3.36	3.36	3.40	3.87	3.15	3.44

SUBDIVISION ENGINEER'S REPORT 1985-1986

	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	New Recon	To be Sealed
4th Prince							
Bluebell Farms S-D Wilmot	0.240	0.240		0.240	0.240	0.240	
Russell Rogers S-D Wilmot	0.125	0.125		0.125	0.125	0.125	
Robert Taylors S-D Travellers Rest	0.155	0.155		0.155	0.155	0.155	
Subtotals	0.520	0.520		0.520	0.520	0.520	
3rd Queens							
Eastern Realty S-D Keppoch	0.262	0.262					0.262
MacAskills S-D Brackley	0.630	0.630		0.630		0.630	0.630
Subtotals	0.892	0.892		0.630		0.630	0.892
TOTALS	1.412	1.412		1.150	0.520	1.150	0.892

BRIDGE ENGINEER'S REPORT 1985-1986

In addition to the maintenance work consisting of replacing fill and rip-rap, making structural repairs and painting, the following is a summary of the new work carried out during the year.

Prince County

District	Name and Location	
1	Tignish	Constructed a creosote timber box 5'x 5'in section by 65'long.
1	Centre Line Road	Repairs to a creosote timber bridge.
1	Alma	Extended a creosote timber box 10'x 7'in section by 40'long
2	Victoria West	Repairs to a creosote timber pile trestle.
3	Burlington	Constructed a creosote timber box 14'x 5'in section by 60'long.
4	Ross Corner	Sandblasted and painted I - beams and railing.
4	Augustine Cove	Constructed a creosote timber box 4'x 5'in section by 50'long.
4	Tryon	Constructed a multiplate galvanized steel arch 14'in diameter by 180'long.
4	North Carleton	Constructed a creosote timber box 4'x 5'in section by 80'long.
4	North Carleton	Constructed a creosote timber box 5'x 8'in section by 90'long.
4	Newton	Replaced stringers and deck on existing concrete abutments.

Queens County

1	Bonshaw	Constructed a multiplate galvanized steel arch 6'in diameter by 94'long.
2	West River	Constructed creosote timber pile trestle bridge 24.5'in width by 540'long.

District	Name and Location	
3	Hillsborough	Replaced sandstone fill and rip-rap on approaches.
3	Bethel	Constructed a multiplate galvanized steel arch 6′ in diameter by 60′ long.
3	Brackley Point Rd.	Extended a creosote timber box 4′ x 5′ in section by 24′ long.
4	Seal River	Repair to a creosote timber bridge.
5	Riverside Drive	Extended a creosote timber box 6′ x 8′ in section by 40′ long.
5	Riverside Drive	Extended a creosote timber box 4′ x 6′ in section by 36′ long.
	Kings County	
1	Hermanville	Constructed a multiplate galvanized steel arch 16′ in diameter by 188′ long.
1	Bothwell	Constructed a multiplate galvanized steel arch 10′ in diameter by 132′ long.
2	Bangor	Constructed two creosote timber abutments and replaced creosote timber deck.
3	New Perth	Extended a creosote timber bridge 12′ x 5′ in section by 24′ long.
3	St. Teresa	Constructed a multiplate galvanized steel arch 12′ in diameter by 60′ long.
5	Woodville Mills	Repairs to a creosote timber pile bridge.

HIGHWAY PLANNING ENGINEER'S REPORT 1985-1986

The Highway Planning Section completed functional design work for the eastern Sherwood component of the Charlottetown Perimeter Highway and carried out an extensive program of public participation with residents and councillors in Sherwood and neighbouring communities to ensure that the highway will meet its objectives and cause the least possible disruption in the communities.

The Section was assigned responsiblility for the Research and Analysis Program to be completed as part of the Canada/Prince Edward Island Sub-Agreement on Transport Development. The objective of the several projects to be executed under this program is to develop means to extend the highway life cycle and to reduce highway maintenance costs. Several projects under this program were approved in the current year, including A Study of Water Quality Issues at Selected Prince Edward Island Causeways, A Study of Issues Related to the Supply of Aggregates for Highway Construction on Prince Edward Island and A Review of Specifications and Quality Control Procedures Used for Highway Construction on Prince Edward Island. Several other projects will be contracted during the remainder of the Program.

Retrospective engineering and economic evaluation of the projects carried out under the Canada/Prince Edward Island Primary Highway Strengthening Improvement Agreement continued in 1985-86. The most significant accomplishment during the year was completion of the *Atlantic Provinces Motor Carrier Economic Benefit Study*. The study identified the benefits which have accrued to the trucking industry as a result of regional increases in allowable truck axle weights on the primary highways. The allowable axle weight increases were made possible by the department's efforts to strengthen the primary highway network.

Data collection activities in support of the Pavement Management System continued during the year and by the end of the 1985 testing season, approximately 90% of all required field data was collected. In addition to data collection for the Pavement Management System, roadbed strength and rideability information was also gathered in support of the section's program evaluation initiatives.

The department's traffic counting program indicated an overall increase in traffic volumes of 3% during the year. The traffic counting program consisted of year round counts at nine locations in the Province, six periodic counts one to three days duration at each of 101 temporary count sites and 63 intersection turning movement and vehicle classification surveys. A total of nineteen spot speed surveys were carried out at various locations.

MATERIALS ENGINEER'S REPORT - 1985-86

The 1985/86 construction year was a major one in terms of asphalt mix production, with the tonnage placed up over 30 per-cent from the previous year. The program of asphalt overlays on existing paved roads was continued with an increase in the mileage being done.

The number of drum mix asphalt plants continue to increase, with batch plant being replaced by a drum plant in 1985. Drum mix plants now make up 55 per cent of the asphalt plants in the province.

Asphalt

The 1985 mix production of 300,000 tons came from nine different asphalt plants located throughout the province and placed on 49 different contracts. This production included levelling course, binder course and surface course mixes.

Daily inspection of the mix was carried out at each of the nine plants located throughout the province. Eight hundred and fifty-five asphalt samples were collected and tested for compliance with the specifications. This resulted in an overall testing frequency of one test for every 350 tonnes of asphalt mix produced.

Six hundred and thirty-seven cores were removed from the different contracts by diamond coring to determine compliance with compaction and thickness requirements.

The use of local aggregates was generally confined to the coarse aggregate in mix "A" for provincial roads and the blend sands. The remainder of the aggregate was imported. The type and amount of testing carried out to ensure the quality of these aggregates is shown below:

Test	No. Tests
Sieve Analysis	935
Specific Gravity	126
Soundness	30
Abrasion	16
Petrographic number	14

In addition to this quality control testing on the individual aggregates, 31 asphalt mix designs were carried out to determine aggregate proportions and opimum asphalt contents.

Soils

Soils testing for 1985 was concerned principally with pulverized asphalt and soil-cement, granular base coarse and sandstone. Tests carried out on these materials included sieve analysis, moisture density, Attenbury limits, specific gravity, California bearing ratio, Los Angeles abrasion and soundness. A total of 846 samples were processed during the year.

In the field, 2,000 compaction tests were carried out on the pulverized material, granular base, and sandstone.

Concrete

Testing and inspection services were provided for the following jobs:

1) Hillsboro Bridge (light standard bases)
2) Day's Corner (highway sign bases)
3) Morell High School
4) Canadian Tire Intersection.

Laboratory testing of cured samples as well as field determinations of air content, slump and unit weight was carried out. A total of 85 samples were tested for compressive strength.

Benkelman Beam

The deflection testing program continued to expand due to the requirement for overlay thickness designs and the verification of this program from previous years.

Paving Award

H.I. Construction Ltd. was the recipient of this year's paving award.

TRAFFIC ENGINEERING REPORT 1985-86

Highway Signing

The Sign Shop produced 8,800 signs during the year. Of these, 7,250 were standard silk screened signs, 800 were directional and street name signs, 310 were H.I.S.S. signs, 210 were barricades boards and 230 were special hand-made signs. The Sign Shop also screened 1,000 decals to revise existing signs. With the Sign Shop making and repairing all the Highway Information Signage System signs as of August 1, 1985, the time spent on repair increased dramatically with 1,400 H.I.S.S. signs cleaned and repaired over the winter. All other reusable metal sign blanks were recycled.

The repair work emphasized the lack of space in the existing sign shop, with the H.I.S.S. signs having to be warehoused elsewhere and transported to and from the Sign Shop as needed. Planning was done with the Design Section of the Public Works Division with a goal of having a new Sign Shop built which would house the complete sign making operation including providing space for materials storage, finished signs and winter storage of seasonal signs such as H.I.S.S. and construction signs.

The five department sign crews erected approximately 5,300 new signs and repaired and re-erected another 4,500 damaged signs in the field using 4,500 posts. Another 2,600 steel posts were used to erect construction hazard signs and curb markers for snow plows. New overhead signs were erected by contractors in conjunction with highway construction at Central Bedeque and Wellington Centre. An overhead sign damaged during construction at Albany was relocated and replaced. One cantiliver sign in Kensington was removed to improve parking.

Other department crews used 300 signs and 200 barricades. Another 740 signs were sold to municipalities, construction companies or other government departments or agencies.

The H.I.S.S. signs were erected in the spring and removed in the fall by Parks Section personnel. New installations and repair was tendered by Kel-Mur Landscaping of St. Eleanors being the successful bidder. There were 142 new installations and repair or removal of another 200 existing installations. The concrete bases were tendered with the contract for supply going to Paul Douglas of Mt. Stewart. Many of the H.I.S.S. signs were in poor condition and improved methods of installation and storage will be needed to correct this situation. Many H.I.S.S. signs were relocated along Rte. 2 west of Summerside in the fall to improve visibility and reduce the conflict with other highway signs in advance of intersections.

Highway Marking

Yellow centreline markings were applied to approximately 2,200 km. of highway using 139,000 litres of paint. White shoulder and lane line markings were placed on approximately 300 km. of highway using 13,000 litres of paint. The paint was heated and applied by the Department striper operated by Bernard Painters Ltd. under contract. All paint was supplied by Northumberland Chemicals Inc. of Parkdale and was reflectorized with 110,000 kg. of glass beads. The machine was overhauled in early 1985 before the painting season began but machine maintenance continued to be a problem.

Two crews using small striping machines applied 1,600 litres of yellow and 3,400 litres of white paint at various intersections throughout the Province. The markings in Mt. Herbert at the intersection of Rte. 21 and 215 were revised to change the traffic having the right-of-way. The markings along Granville Street in Sherbrooke at Walker, Ryan and Pope were revised to provide better direction to motorists.

Thermoplastic markings were placed at the intersection on University Avenue at the Charlottetown Mall and Canadian Tire store and at the intersection of Rte.2 & 124 in Wellington Centre in conjuction with highway construction.

Highway Lighting

Traffic signals were installed at the intersection on University Avenue at the Charlottetown Mall and Canadian Tire store. Eighteen (18) low pressure sodium lights were installed at this intersection. Another 5 low pressure sodium lights were installed at the intersection of Rte. 15 and Sherwood Road and Airport entrance. Twenty-three (23) low pressure sodium lights were installed at various locations within the province. Flashing beacons on heavy barricades were used at several locations for bridge constructions, detours, etc.

Maintenance of the LPS lights was carried out under a maintenance contract. Maintenance of traffic signals, bridge lighting beacons and other lighting was carried out as requested.

The Hillsborough Bridge lights continue to be a high maintenance area and are being monitored closely to isolate any particular problems.

Warning beacons were installed in Travellers Rest at an intersection with restricted visibility. Similar beacons were installed on Rte. 2 at the entrance to Cavendish Farms in New Annan. Flashing stop beacons were installed at the intersection of Rte. 5 and 22 in Baldwins Road, at the intersection of Rte. 10

and 112 in Searletown and at the intersection of Rte. 310 and 340 in Fortune. The traffic controller at the intersection of the TCH and Rte. 236 in West Royalty was replaced by a more advanced model in order to better facilitate changing traffic patterns. The traffic controller at the intersection of Mt. Edward Road & Belvedere Avenue was replaced and pedestrian walk signals were installed.

Highway Design

The design of intersections continued for the Rte. 15 and Sherwood Road intersection in Sherwood; Rte. 1A, 8 and 120 in North Bedeque; Rte. 225 and 248 in Warren Grove; Rte. 2 and 309 in Dingwells Mills; Rte. 16 and MacPhee Rd. in Souris; and TCH and the scale site in Carleton Siding. Preliminary design for the TCH-Rte. 2 intersection in West Royalty was prepared by CBCL.

This year seen the re-organization of the Traffic Engineering Section to change from a task-oriented operation to a regional operation. This should improve service in Kings and Prince Counties with offices being established in Bridgetown and Summerside. Training programs are being planned to enable the technical staff to cover all technical aspects of the operation rather than concentrating on a portion of the operation.

Access Control

Access and sub-division applications at approximately 65 locations were examined for safety and internal design. Entrance and paving design were evaluated at approximately 75 other locations.

Work Zone Safety

Construction zone signing and flagging operations were inspected on over 600 occasions at various construction and maintenance worksites during the construction season. This operation shows improvements in the signing and flagging operations and it is becoming increasingly more consistent. More needs to be done in the education of supervisors and foremen to encourage them to be more safety conscious at the worksite and in dealing with safe traffic flow.

PROVINCIAL PAVING

RIVERSIDE DRIVE

Paving - 2.25 km.

Tenders Opened: 4 April 1985

Island Construction 96,800.00

Awarded to Island Construction

MACALEER DRIVE

Subgrading & Paving - 0.86 km.

Tenders Opened: 4 April 1985

Island Coastal 171,396.50

Dennis Construction 188,399.00

Awarded to Island Coastal

CANADIAN TIRE INTERSECTION

Grading & Paving - 0.32 km.

Tenders Opened: 4 April 1985

Island Coastal 237,500.75

Awarded to Island Coastal

BLUESHANK ROAD - SHOULDERS

Tenders Opened: 4 April 1985

H.I. Construction 56,700.00

Dennis Construction 59,700.00

Morrison & McRae 62,700.00

Curran & Briggs 62,750.00

Ramsay Washed Gravel 63,100.00

Awarded to H.I. Construction

SELKIRK ROAD

Seal - 2.60 km.

Tenders Opened: 4 April 1985

Matheson & MacMillan 84,034.00

Chapman Brothers 85,290.00

Awarded to Matheson & MacMillan

CAMPBELLTON SHORE ROAD

Recap - 3.0 km.

Tenders Opened: 19 April 1985

H.I. Construction 203,437.00

Awarded to H.I. Construction

DYSTANT ROAD

Recap - 0.45 km.

Tenders Opened: 19 April 1985

Curran & Briggs	15,926.70
H.I. Construction	17,297.00

Awarded to Curran & Briggs

GRAND RIVER ROAD

Recap - 3.00 km.

Tenders Opened: 19 April 1985

Curran & Briggs	162,702.00

Awarded to Curran & Briggs

NORTH CARLETON ROAD

Recap - 2.46 km.

Tenders Opened: 19 April 1985

Ramsay Washed Gravel	454,220.10
Curran & Briggs	463,456.38
Island Coastal	571,178.10

Awarded to Ramsay Washed Gravel

MARGATE ROAD

Recap - 4.40 km.

Tenders Opened: 19 April 1985

Curran & Briggs	242,893.80
Dennis Construction	262,227.00
Island Coastal	271,721.50
Chapman Brothers	272,077.50
Morrison & McRae	275,580.50

Awarded to Curran & Briggs

KINKORA ROAD

Recap - 5.11 km.

Tenders Opened: 19 April 1985

Curran & Briggs	533,075.20
Chapman Brothers	565,213.60
Dennis Construction	581,979.00
Island Coastal	610,887.60
Morrison & McRae	646,488.50

Awarded to Curran & Briggs

CLIFTON ROAD

Recap - 5.60 km.

Tenders Opened: 19 April 1985

Curran & Briggs	311,473.60
Dennis Construction	331,776.00
Chapman Brothers	337,298.00
Morrison & McRae	340,932.00
Island Coastal	342,152.00

Awarded to Curran & Briggs

SHAMROCK ROAD

Recap - 3.35 km.

Tenders Opened: 19 April 1985

Curran & Briggs	182,544.20
Dennis Construction	198,390.00
Chapman Brothers Construction	212,477.00
Island Coastal	215,341.00
Morrison & McRae	236,831.25

Awarded to Curran & Briggs

KINGSTON ROAD

Recap - 5.20 km.

Tenders Opened: 19 April 1985

Curran & Briggs	274,379.20
Island Construction	275,771.20
Dennis Construction	287,712.00
Island Coastal	308,284.00
Chapman Brothers Construction	331,242.00

Awarded to Curran & Briggs

WARREN GROVE ROAD

Recap - 4.70 km.

Tenders Opened: 19 April 1985

Curran & Briggs	274,319.70
Island Construction	282,840.00
Dennis Construction	283,487.50
Island Coastal	303,895.50

Awarded to Curran & Briggs

COVEHEAD (YORK) ROAD

Recap - 2.00 km.

Tenders Opened: 19 April 1985

Island Construction	116,165.00
Island Coastal	117,815.00
Curran & Briggs	120,062.00
Chapman Brothers	130,040.00

Awarded to Island Construction

TEA HILL

Recap - 1.97 km.

Tenders Opened: 19 April 1985

Island Construction	111,030.00
Curran & Briggs	113,844.75
Island Coastal	117,302.50
Chapman Brothers	132,087.50

Awarded to Island Construction

BRACKLEY ROAD

Recap - 4.06 km.

Tenders Opened: 19 April 1985

Island Construction	323,950.00
Island Coastal	332,477.50
Curran & Briggs	339,155.00

Awarded to Island Construction

ALEXANDRA ROAD

Recap - 4.00 km.

Tenders Opened: 19 April 1985

Island Construction	223,000.00
Curran & Briggs	224,233.00
Island Coastal	234,485.00
Chapman Brothers	267,650.00

Awarded to Island Construction

DONCASTER AVENUE

Recap - 0.56 km.

Tenders Opened: 19 April 1985

Island Construction	58,911.00
Island Coastal	59,662.00
Curran & Briggs	66,323.50

Awarded to Island Construction

FOUNTAIN DRIVE

Recap - 0.27 km.

Tenders Opened: 19 April 1985

Island Coastal 28,512.25
Island Construction 29,010.00
Curran & Briggs 33,826.50

Awarded to Island Coastal

BIRCHMOUNT DRIVE

Recap - 0.20 km

Tenders Opened 19 April 1985

Island Coastal 20,085.50
Island Construction 20,506.80
Curran & Briggs 24,009.00

Awarded to Island Coastal

FOREST HILL

Recap 2.54 km.

Tenders Opened: 19 April 1985

Chapman Brothers 142,775.00
Matheson & MacMillan 156,000.00
Curran & Briggs 163,265.00

Awarded to Chapman Brothers

48 ROAD

Recap - 1.80 km.

Tenders Opened 19 April 1985.

Matheson & MacMillan 159,050.00
Chapman Brothers 171,735.00
Curran & Briggs 182,644.00

Awarded to Matheson & MacMillan

MELLISH ROAD

Recap - 1.18 km.

Tenders Opened: 19 April 1985

Matheson & MacMillan 41,236.00
Chapman Brothers 46,210.00
Curran & Briggs 47,760.00

Awarded to Matheson & MacMillan

PANMURE ISLAND ROAD

Recap - 2.13 km.

Tenders Opened: 19 April 1985

Matheson & MacMillan 89,020.00
Curran & Briggs 103,290.00

Awarded to Matheson & MacMillan

NORTH BEDEQUE ROAD

Recap - 0.60 km.

Tenders Opened: 19 April 1985

Curran & Briggs	38,950.00
Chapman Brothers	40,224.00
Morrison & McRae	46,376.00

Awarded to Curran & Briggs

FORTUNE ROAD

Recap - 1.10 km.

Tenders Opened: 19 April 1985

Matheson & MacMillan	35,708.00
Chapman Brothers	37,370.00
Curran & Briggs	38,262.50

Awarded to Matheson & MacMillan

MILTONVALE LAND FILL ACCESS ROAD

Paving - 1.06 km.

Tenders Opened 26 August 1985

Dennis Construction	76,537.50
Chapman Brothers	81,100.00
Curran & Briggs	83,230.00
Island Construction	83,675.00

Awarded to Dennis Construction

CORNWALL INTERSECTION

Reconstruction - 340 m

Tenders Opened: 26 August 1985

Island Construction	107,485.00
Curran & Briggs	116,065.00

Awarded to Island Construction

EAST POINT ROAD

Reconstruction - 1.74 km.

Tenders Opened: 26 August 1985

Chapman Brothers	279,730.00
Island Coastal	325,091.00
Kings County Construction	333,155.00
Curran & Briggs	382,924.00

Awarded to Chapman Brothers

CHARLOTTETOWN AIRPORT INTERSECTION

Paving - 0.60 km.

Tenders Opened: 26 August 1985

Island Coastal	165,590.00
Curran & Briggs	199,807.00

Awarded to Island Coastal

HILLSBOROUGH BRIDGE APPROACHES

Placing Sandstone & Rip-Rap

Tenders Opened: 7 June 1985

Bayview Construction	71,885.20
Island Coastal	88,189.00
MacCallum Construction	112,015.40
MacDonald Construction	117,978.20
Curran & Briggs	139,377.00

Awarded to Bayview Construction

HILLSBOROUGH BRIDGE

Cleaning & Painting

Tenders Opened: 14 June 1985

Maritime Dredging Co. Ltd.	56,900.00
Island Sandblasting	57,500.00

Awarded to Maritime Dredging Co. Ltd.

WEST RIVER TEMPORARY BRIDGE APPROACHES

Tenders Opened: 30 August 1985

Highfield Construction	86,001.40
Gaudette's Transit Mix	89,445.08
Curran & Briggs	96,214,86
Maritime Dredging	108,444.51
R.H.M. Construction	128,339.48
Morrison & McRae	149,042.93
MacCallum Construction	153,163.97

Awarded to Highfield Construction

SETTLEMENT ROAD

Gravel - 1.60 km.

Tenders Opened: 24 September 1985

Northern Enterprises	46,260.00
H.I. Construction	48,040.00
Curran & Briggs	65,208.00

Awarded to Northern Enterprises

CAMERON ROAD

Gravel - 0.70 km.

Tenders Opened: 24 September 1985

Ramsay Washed Gravel 27,492.60
Curran & Briggs 27,639.60
H.I. Construction 27,820.00

Awarded to Ramsay Washed Gravel

HIGGINS ROAD

Gravel - 1.44 km.

Tenders Opened: 24 September 1985

Ramsay Washed Gravel 56,514.88
H.I. Construction 60,539.32
Curran & Briggs 61,940.80

Awarded to Ramsay Washed Gravel

TROUT RIVER ROAD

Gravel-2.20 km.

Tenders Opened: 24 September 1985

Curran & Briggs 67,778.00
Morrison & McRae 113,610.00
Matheson & MacMillan 116,100.00
Island Coastal 123,498.00

Awarded to Morrison & McRae

RIVERDALE ROAD

Gravel - 0.90 km.

Tenders Opened: 24 September 1985

Island Coastal 45,690.00
Curran & Briggs 50,399.00

Awarded to Island Coastal

SHEEHAN ROAD

Gravel-0.1 km.

Tenders Opened: 24 September 1985

Chapman Brothers 3,650.00
Island Coastal 3,975.00
Kings County Construction 4,085.00

Awarded to Chapman Brothers

KITSON ROAD

Gravel - 0.30 km.

Tenders Opened: 24 September 1985

Island Coastal 15,500.00
Chapman Brothers 16,125.00

Awarded to Island Coastal

COLLINS ROAD

Gravel - 0.80 km.

Tenders Opened: 24 September 1985

Island Coastal	29,900.00
Kings County Construction	31,351.00
Overland Construction	33,444.00

Awarded to Island Coastal

MILL ROAD (K-4)

Gravel - 1.0 km.

Tenders Opened: 24 September 1985

Island Coastal	38,530.00
Kings County Construction	41,806.00
Curran & Briggs	42,870.00
Overland Construction	48,796.00

Awarded to Island Coastal

STURGEON WHARF ROAD

Gravel - 0.30 km.

Tenders Opened: 24 September 1985

Island Coastal	11,390.00
Kings County Construction	11,767.00
Overland Construction	13,516.00

Awarded to Island Coastal

ST. GEORGES (CHAPEL) WHARF ROAD

Gravel - 0.35 km.

Tenders Opened: 24 September 1985

Island Coastal	15,295.00
Kings County Construction	17,415.00
Overland Construction	18,250.00

Awarded to Island Coastal

MILL ROAD (K-5)

Gravel - 1.63 km.

Tenders Opened: 24 September 1985

Island Coastal	56,135.00
Kings County Construction	61,005.00
Curran & Briggs	65,114.00
Overland Construction	69,540.00

Awarded to Island Coastal

TRAINOR ROAD

Gravel - 1.42 km.

Tenders Opened: 24 September 1985

Curran & Briggs 113,874.00
Northern Enterprises 116,412.00
H.I. Construciton 119,059.00

Awarded to Curran & Briggs

TORONTO ROAD

Gravel - 1.20 km.

Tenders Opened: 24 September 1985

Curran & Briggs 87,528.00
Island Coastal 88,440.00

Awarded to Curran & Briggs

MACEACHERN ROAD

Gravel - 0.60 km.

Tenders Opened: 24 September 1985

Curran & Briggs 41,481.00
Island Coastal 43,290.00
Matheson & MacMillan 43,860.00

Awarded to Curran & Briggs

HARDY MILL ROAD

Gravel - 1.82 km.

Tenders Opened: 24 September 1985

Matheson & MacMillan 121,235.00
Island Coastal 123,430.00
Curran & Briggs 125,130.00

Awarded to Matheson & MacMillan

CORRIGAN ROAD

Gravel - 0.70 km.

Tenders Opened: 24 September 1985

Matheson & MacMillan 45,520.00
Island Coastal 45,535.00
Dennis Construction 47,197.50
Curran & Briggs 50,042.50

Awarded to Matheson & MacMillan

MCGUIRK ROAD

Gravel - 2.10 km.

Tenders Opened: 24 September 1985

Matheson & MacMillan	146,380.00
Island Coastal	147,005.00
Curran & Briggs	147,305.00

Awarded to Matheson & MacMillan

HURRY ROAD

Gravel - 0.1 km.

Tenders Opened: 24 September 1985

Curran & Briggs	6,770.00
Matheson & Briggs	6,980.00
Island Coastal	7,580.00

Awarded to Curran & Briggs

NORTH ST. ELEANORS

Gravel, 1.42 km.

Tenders Opened: 24 September 1985

Ramsay Washed Gravel	59,229.62
H.I. Construction	63,539.32
Curran & Briggs	64,754.10

Awarded to Ramsay Washed Gravel

WINDON ROAD

Gravel - 2.0 km.

Tenders Opened: 24 September 1985

Island Coastal	137,750.00
Matheson & MacMillan	147,880.00
Curran & Briggs	149,370.00

Awarded to Island Coastal

IRIS ROAD

Gravel - 1.60 km.

Tenders Opened: 24 September 1985

Morrison & McRae	43,836.00
Island Coastal	47,780.00
Kings County Construction	56,588.00
Chapman Brothers	61,480.00
Dennis Construction	89,510.00

Awarded to Morrison & McRae

MAITLAND ROAD

Gravel - 3.0 km.

Tenders Opened: 24 September 1985

Island Coastal 83,062.00
Kings County Construction 104,788.00
Chapman Brothers Construction 113,550.00
Dennis Construction 128,930.00

Awarded to Island Coastal

ST. CATHERINES ROAD

Gravel - 0.30 km.

Tenders Opened: 24 September 1985

Chapman Brothers 9,640.00
Island Coastal 12,045.00
Kings County Construction 12,237.00

Awarded to Chapman Brothers

GREENVALE ROAD

Gravel - 0.20 km.

Tenders Opened: 24 September 1985

Chapman Brothers 9,005.00
Island Coastal 11,215.00

Awarded to Chapman Brothers

RED HOUSE ROAD

Gravel - 2.0 km.

Tenders Opened: 24 September 1985

Curran & Briggs 132,000.00
Kings County Construction 134,172.00
Island Coastal 135,800.00
Chapman Brothers 153,200.00

Awarded to Curran & Briggs

ST. CATHERINES ROAD (BONSHAW)

Gravel - 1.0 km.

Tenders Opened: 24 September 1985

David Hynes 65,214.00
Curran & Briggs 67,900.00
Island Coastal 68,600.00
Matheson & MacMillan 73,200.00

Awarded to David Hynes

CHARLOTTETOWN PERIMETER ROAD

2.25 km.

Tenders Opened: 4 October 1985

Island Coastal	713,290.00
Matheson & MacMillan	755,541.00
Curran & Briggs	903,479.50

Awarded to Island Coastal

MacEWEN ROAD

Storm Sewer & Paving

Tenders Opened: 25 October 1985

Curran & Briggs	259,330.75
Morrison & McRae	293,727.00

Awarded to Curran & Briggs

KENSINGTON MAIN STREET

Recap - 0.82 km.

Tenders Opened: 17 September 1985

Curran & Briggs	190,840.10
Morrison & McRae	198,896.45

Awarded to Curran & Briggs

RIVERSIDE DRIVE

Base & Seal - 0.80 km.

Tenders Opened: 17 September 1985

Island Coastal	212,820.00
Curran & Briggs	216,149.88

Awarded to Curran & Briggs

HIGHWAY STRENGTHENING

CLYDE ROAD TO SMITH ROAD

Paving - 4.20 km.

Tenders Opened: 29 March 1985

Morrison & McRae	151,345.00
Curran & Briggs	169,990.00
Dennis Construction	187,805.00

Awarded to Morrison & McRae

CLYDE ROAD to HUNTER RIVER

Grading & Paving - 2.90 km.

Tenders Opened: 29 March 1985

Stabilizers Ltd.	522,455.00
Curran & Briggs	571,755.00

Awarded to Stablilizers Ltd.

PORTAGE to WEST DEVON

Grading & Paving - 4.44 km.

Tenders Opened; 29 March 1985

Curran & Briggs	519,210.00
H.I. Construction	524,950.00
Ramsay Washed Gravel	620,660.00

Awarded to Curran & Briggs

ST. PETERS ROAD (DINGWELLS MILLS to FORTUNE)

Paving - 3.36 km.

Tenders Opened: 29 March 1985

Chapman Brothers	571,700.00
Matheson & MacMillan	583,430.00

Awarded to Chapman Brothers

MT. STEWART to ST. ANDREWS

Grading & Paving - 3.80 km.

Tenders Opened: 29 March 1985

Matheson & MacMillan	687,880.00
Island Coastal	779,860.00
Chapman Brothers	787,590.00

Awarded to Matheson & MacMillan

ALLAN ROAD to ELLIS RIVER BRIDGE

Paving - 4.32 km.

Tenders Opened: 29 March 1985

Curran & Briggs	152,440.00

Awarded to Curran & Briggs

NORTH BEDEQUE to CENTRAL BEDEQUE

Grading & Paving - 3.34 km.

Tenders Opened: 29 March 1985

Curran & Briggs	750,016.75
Morrison & McRae	845,091.75
Chapman Brothers	861,902.00

Awarded to Curran & Briggs

WINSLOE to PETER PAN

Grading — Paving - 3.88 km.

Tenders Opened: 4 April 1985

Stabilizers Ltd.	916,025.00
Chapman Brothers	926,125.00
Curran & Briggs	1,090,215.00

Awarded to Stabilizers Ltd.

SEVEN MILE ROAD

Paving Seal - 2.82 km.

Tenders Opened: 4 April 1985

Chapman Brothers 153,020.00

Matheson & MacMillan 154,647.00

Awarded to Chapman Brothers

ALBANY to BORDEN

Grading & Paving - 6.46 km.

Tenders Opened: 4 April 1985

Chapman Brothers 1,091,983.00

Curran & Briggs 1,120,170.00

Awarded to Chapman Brothers

HIGHWAY MAINTENANCE DIVISION 1985

SUMMER MAINTENANCE

Hot mix asphalt for our patching crews was available from the last week in May to the first week in November. A total of 41,065 tonnes was used by the Branch in repairing the Province's paved road network. Hand patching crews spread 19,531 tonnes to repair potholes and other distressed areas; grader crews spread and rolled 11,792 tonnes over some larger distressed areas where the pavement was severely wheel-rutted, deformed or cracked; our spreader crew resurfaced 14.8 kilometers of badly distressed pavement with 6,223 tonnes of asphalt and contractors spread 518 tonnes to resurface 1.0 kilometres; deep patching crews jackhammered out some severely damaged sections and repaired them with 2,185 tonnes; and another 816 tonnes were used by crews to repair damage to driveway culverts that occurred because of frost action.

The following is the tonnage of asphalt acquired from each firm:

Gaudettes Transit Mix	695.84
H.I. Constuction	7,245.04
Curran & Briggs (drum plant)	576.23
Curran & Briggs (Lady Fane)	6,889.59
Island Constuction	7,081.73
Matheson & MacMillan	5,106.87
Chapman Bros. (Dingwells Mills)	6,739.12
Dennis Construction (Springton)	4,536.78
Dennis Construction (Hazelbrook)	1,185.24
Island Sand & Gravel	1,009.46
Total	41,065.90

Resurfacing

The following roads were resurfaced with a 1½" lift of asphalt from the Pavement Maintenance Budget.

Prince County

Route 7, Miscouche	.19 kilometers
Milo Road	0.51 kilometers
Mill River	.30 kilometers
	1.00 kilometers

Queens County

Darlington Road	0.50 kilometers
Bungay Road	1.10 kilometers
Route 13, Kellys Cross	0.60 kilometers
T.C.H., Cornwall	0.70 kilometers
T.C.H., North River	0.40 kilometers
St. Patrick's Road (Q-1)	0.50 kilometers
Route 19, West River	0.30 kilometers
Wren Drive	0.60 kilometers
Holland Drive	0.10 kilometers
Rankin Drive	0.15 kilometers
Harbourview Drive	0.10 kilometers
Route 234, Long River	1.10 kilometers
Route 211, Newton Cross	1.40 kilometers
Pleasant Grove	0.02 kilometers
	7.57 kilometers

Kings County

Route 340, Fortune Harbour	1.60 kilometers
Curtis Road (K-2)	0.07 kilometers
Route 319, Brudenell Road	1.10 kilometers
Route 311, Cardigan Road	0.04 kilometers
Route 322, Morell Rear	0.93 kilometers
Bristol (K -2)	0.13 kilometers
Route 311, Chapel Road	0.30 kilometers
Route 311, Lorne Valley	0.14 kilometers
Route 17, Lower Montague	1.50 kilometers
Route 17, Murray Harbour North	1.41 kilometers
	7.22 kilometers

Crackfilling

This is a process whereby a hot rubberized compound is used to fill random cracks in the paved highway surface to prevent water from entering into the sub-structure.

During the 1985 season, the Department routed and sealed 47,807 lineal meters of cracks. A total of 74.5 barrels or approximately 36,500 pounds of sealant was used in carrying out this activity. By County, the breakdown was as follows:

Prince County	23,057 lineal meters
Queens County	17,691 lineal meters
Kings County	7,059 lineal meters
Total	47,807 lineal meters

Seeding Report

The seeding program started on July 8, 1985 and ended October 10, 1985. During this time period the seeding crew used 239 tonnes of lime, 1476 bags of fertilizer, 1944 bags of mulch and 252 bags of seed for roadside seeding. Also in co-operation with the Department of Community Services, we seeded the following old pit sites - MacKinnon pit on the 48 Road and MacDonald's pit in Heatherdale. The seeding progrm is an integeral part of the Road Maintenance Program as it helps to prevent silting around ponds, streams, rivers and culverts for environment protection.

The equipment used in the seeding program was all government owned and operated and consisted of the following: hydro seeder, grader with scarifiers, one water truck, two farm tractors - 1 with harrows and 1 with a roller, supply truck to carry seed, fertilizer, lime and mulch. The crew consisted of a foreman and five labourers.

The seeding crew was also used extensively for cutting grass, weeds, etc. around guardrails in various areas of the province when conditions would not allow seeding or when waiting for roads to be made ready for seeding.

Roadside Spray Program

This was a new progrm initiated by the Department in the spring of 1985. The area which we sprayed was in the Malpeque Bay Community Improvement Committee boundaries which consisted of parts of Third Prince and First Queens. We did 76 kilometers, approximately 106 hectares of roadside spraying using Dyclear 24 as a chemical. This program is designated to last for three years in the same area in order to reach our objective in weed control. We utilized our hydro-seeder and seeding crew to apply the spray.

This program, if successful, should become a very necessary program as it helps to control noxious weeds that are continuing to increase in growth along our highways. Also, it will help to beautify the ditches and backslopes of our highway system.

Bush Cutting - 1985

During the season we had five mechanical bush cutters, government

owned and operated, working extensively cutting bushes along our highways. In Prince County they cut 349.4 km; Queens County 243.5 km and Kings County 378.9 km. Also, the Department hired a bush crew for each distrct consisting of a foreman, two labourers and a 3 ton truck to follow the mechanical bush cutters to pick up debris and trim where the cutter could not reach. This proved to be successful as it eliminated scattered bushes in the ditches and improved the appearance of our highways. Also during the past year we had five bush crews in Prince County, five in Queens County and five in Kings County. These crews were used for cutting bushes at intersections, blind curves, hills, etc. throughout the counties. These crews consisted of a foreman and four labourers, a 3 ton truck or a half ton truck. This was a worthwhile project as it improved the site distance on many of our intersections.

The following is the number of kilometers of bush cutting done using mechanical bush cutters by District per County:

Prince		Queens		Kings	
1	74.7	1	47.5	1	89.8
2	90.3	2	40.4	2	65.3
3	134.2	3	87.5	3	42.8
4	50.2	4	68.1	4	101.0
	349.4		243.5		298.9

Grass Cutting

During the past season the Department hired 17 private grass cutters to maintain 1,814.6 km of roadside grass cutting. These people were contracted to cut grass for two interval cutting seasons - mid-June to end of July and from mid-August to end of September. Also, we purchased two new complete cross cutting units, that is tractor with side mount and rear mount cutters plus a side mount and rear mount cutter to attach to one of our existing tractors. These machines appear to be the answer to our grass cutting operation as they can reach down the foreslope of our highways and as a result the appearance of our roadsides are greatly enhanced. These three machines along with four existing rotary type mowers of our own maintained approximately 1,565 km of grass cutting from June 1985 to end of September 1985.

Shouldering

During the past season 3,586.5 m^3 of shoulder material was used to upgrade and repair worn out sections of shoulders on the following road:

Road	Cubic Meters	Km Repaired
Rte. 2 - Kensington to Rte. 2 - Walker's Barn	521m³	6.4km
York Road	1,665.4m³	5.3km
St. Peter's Highway*	1,400m³	48.0km
	3,586.4m³	59.7km

*This road was done using our government owned grader with scarifier and government owned roller. The shoulders were scarified and re-graded.

Dust Control

One CN carload of calcium chloride was used on our unpaved road network to control dust in each county.

Road Maintenance

During the past year our District Motor Graders were used extensively to scrap and maintain our unpaved road network and to reshape and reditch some others. To aid in the later operation, loaders, and trucks (Department or Private) were used to haul away unsuitable material. Sandstone and/or gravel was placed for a new surface material and new culverts, driveway or cross-pipes were installed as required.

On our paved road network, a number of drainage problems were corrected. Equipment used to carry out this work included Department or privately owned ditching machines and sometimes Department trucks but mainly privately owned trucks. Again, new culverts, driveway and cross pipes were installed as required.

District Maintenance crews equipped with one 3 ton truck and one backhoe were employed in repairing washouts, installing new culverts to accommodate building permits, replacing and resetting other drainage pipes or culverts and carrying out many other miscellaneous tasks.

The repairing and replacing of guide posts and railings on bridges, curves and high fills were carried out by utility crews throughout the Province.

Sandstone and/or gravel used to carry out the above tasks of surfacing, repairing washouts and material for drainage pipes was as follows:

	Sandstone (m^3)	Gravel (m^3)
Prince County	8,037	9,253
Queens County	28,186	2,212
Kings County	12,243	1,502

The amount of culvet installed was as follows:

Prince County - 3,939 kilometers
Queens County - 5,794 kilometers
Kings County - 3,453 kilometers

The accompanying tables give the location and extent of work done in each County for the past year.

WINTER MAINTENANCE

Ice Control

Winter activities for this Branch of the Department includes salting and sanding operations, temporary repairs to paved roads - 1,500 tonnes of cold mix asphalt was used along with a number of tonnes of recycled hot mix asphalt produced from our three asphalt recyclers, repairing of shoulder washouts, the maintaining and cleaning of culverts, catch basins and ditches to accommodate run-offs caused by freshets and snow removal or clearing from eight government buildings in the Charlottetown area.

Ice control on the Trans Canada Highway and on the main collector roads was maintained by the direct application of road salt. Approximately 483 kilometers having a two lane equivalent of 626 kilometers were maintained with road salt.

The total tonnage of salt acquired was 22,253 tonnes, a slight decrease from the 22,946 tonnes acquired in 1984-85.

The City of Charlottetown purchased 925.2 tonnes of salt from the Department. In 1984-85 the City purchased 1,132 tonnes.

The Department purchased 65,866 tonnes of blended winter sand, down 16 percent from the 79,238 tonnes purchased in 1984-85 because of the reserve material left from 84-85. The blended material consisted of 6.5% salt, 20% crushed ¼ minus stone and 73.5% local sand. During the past year there were 38 sand piles located throughout the province.

Ice control in Queens County on the main 185 kilometers of highway that has a two lane equivalent of 249 kilometers was maintained by the direct application of road salt. Three single axle trucks and three tandem trucks

which were also equipped with plowing gear were utilized for this purpose. Ice control on the remaining approximately 1,625 kilometers of road was maintained by a sand/salt mix obtained from 13 sand stockpiles throughout the County. Eighteen trucks manned by two labourers, two trucks equipped with a tow behind spreader and eight trucks equipped with automatic spreaders were hired to carry out this activity. In addition, six department trucks were utilized to provide this service in the built-up areas near Charlottetown.

Ice control in Prince County on the main 195 kilometers of highway, equivalent to 249 kilometers of two lane highway, was maintained by the direct application of road salt. Three tandem trucks equipped with plowing gear and two single axle trucks were utilized for this purpose. Ice control on the remaining approximately 1,400 kilometers was maintained by a sand/salt mix obtained from 13 sand stockpiles throughout the County. Sanding operations were carried out by seven trucks manned with two labourers each, three trucks with tow behind spreaders and five automatic spreaders. In addition, two department trucks were utilized to provide this service in the built-up areas near Summerside.

Ice control in Kings County on the main 103 kilometers of road, equivalent to 128 kilometers of two lane highway, was maintained by the direct application of road salt. The remaining 1,100 kilometers was maintained by a sand/salt mix obtained from 12 stockpiles located throughout the County. Twenty-two sand trucks manned with two labourers each, two trucks equipped with tow behind spreaders and three trucks equipped with automatic spreaders were utilized in this operation.

Snow Removal

The total snowfall recorded for the 1985-86 seasons for Charlottetown and Summerside were as follows:

	Charlottetown		Summerside	
	Recorded (cm)	**Normal (cm)**	**Recorded (cm)**	**Normal (cm)**
November	23.5	21.6	20.2	17.0
December	65.0	72.8	64.7	60.4
January	53.6	76.8	71.2	66.7
February	68.9	65.8	58.2	55.9
March	64.0	61.6	70.1	54.9
April	11.4	27.3	11.2	24.0
TOTALS	286.4	325.9	295.6	278.9

In Charlottetown the heaviest snowfall occurred on January 24th, 23.8 cm; February 22, 18.2 cm; and March 15, 17.8 cm. In Summerside the heaviest snowfall occurred on December 14, 16.0 cm; January 5, 18.6 cm; March 7, 20.0 cm; and March 15, 18.0 cm.

The following is a breakdown of the contract areas of this first year of a three-year contract with the private contractors and a list of equipment used by each:

Location	Kilometers	Graders	Walters Trucks	LeTourneau	Blowers	Graders	Other Trucks
Queens County							
Canoe Cove	63.5	1				1	
Cornwall	25.6	1					
Stanley Bridge	24.0	1					
North Rustico	36.7					1	
South Rustico					1		
Hunter River	33.0						1
Hampshire	63.9	1				1	
Alexandra	28.7					1	
Millview	30.3	1					
Seal River	22.8			1			
Iona	48.1						1
Eldon	25.9	1					
Grandview	48.2		1				
Wood Islands	100.3						2
Charlottetown Garage	310.6	5	1	1	6	5	5
Charlottetown Garage (spares)		4	4	2			
Total Queens County	861.6	15	6	4	7	9	9

Location	Kilometers	Graders	Walters Trucks	LeTourneau	Blowers	Loaders	Other Trucks
Kings County							
Murray River	34.3	1					
Gurnsey Cove	34.4	1					
Dover	55.7						1
Alliston	33.8	1					
Commercial Cross	41.0		1				
Gaspereaux	31.8		1				
Murray Harbour North	36.4	1					

Location	Kilometers.	Graders	Walters Trucks	LeTourneau	Blowers	Loaders	Other Trucks
Georgetown	50.9	1					1
Cardigan	20.9	1					
Woodville Mills	34.4	1					
St. George's	37.6	1					
Stratchona	39.0	1					
Bridgetown					1		
Albion	33.3						1
Little Pond	53.7	1					
Red House	29.9	1					
Mt. Stewart					1		
Savage Harbour					1		
St. Andrew's	26.0		1				
Peakes	28.9	1					
Bangor	43.8		1				
Dundee	25.7	1					
Morell	45.3						1
St. Peter's					1		
Forest Hill	29.3	1					
Monticello	29.3					1	
Cable Head	45.6		1				
Rollo Bay	43.9						1
Fortune					1		
Souris	11.6					1	
RockBarra	36.4	1					
East Point	42.8	1					
Total Kings County	975.7	16	3	2	5	2	5
GRAND TOTAL	2,448.1	43	13	6	18	15	19

The Department was responsible for plowing 2,448.1 kilometers this year. To this end, 77 routes were established. The following equipment, including spare equipment, was assigned and located as follows:

Location	Kilometers	Graders	Walters Trucks	LeTourneau	Blowers	Loaders	Other Trucks
Prince County							
Christopher's Cross	28.4	1					
St. Louis	37.8					1	
Alberton	60.9	2					

Location	Kilometers	Graders	Walters Trucks	LeTourneau	Blowers	Loaders	Other Trucks
Centerline Road	38.1					1	
Bloomfield					1		
Brockton					1		
Coleman	34.5		1				
Brae					1		
Conway	32.8	1					
Poplar Grove	32.1	1					
Milo	36.9	1					
Abram's Village	28.2	1					
Albany	31.6	1					
Summerside Garage	249.5	2	1		3	2	5
Summerside Garage (spares)		2	2				
Total Prince County	610.8	12	4	0	6	4	5

Contractor	Kilometers	Contract Area	Graders	Loaders	Trucks	Blowers
Area 1						
Overland Const.	142.0	3rd & 4th Kings	4	2	1	1
Kings's Co. Const.	118.8	2nd, 3rd & 4th Kings	3	3	2	1
Kenny's Backhoeing	4.4	3rd Kings	0	1	0	0
Total Area 1	265.2		7	6	3	2
Area 2						
Island Coastal	96.9	1st & 2nd Queens	3	1	3	2
Island Excavators	141.1	1st Queens, 4th Prince	2	2	2	2
Maritime Const.	150.1	1st & 2nd Queens 4th Prince	4	4	3	2
Stabilizers Ltd.	159.7	3rd & 4th Queens 2nd & 3rd Kings	5	1	1	1
Dennis Const.	62.1	3rd Queens	2	1	1	2
Chapman Bros.	128.9	1st Kings	4	4	4	2
Total Area 2	738.8		20	13	14	11
Area 3						
Matheson Enter.	142.0	1st Prince	2	2	3	2
Ramsay's	251.6	1st & 2nd Prince	3	6	3	3
Curran & Briggs	194.3	2nd & 3rd Prince	5	4		2

Contractor	Kilometers	Contract Area	Graders	Loaders	Trucks	Blowers
Comet Ltd.	106.8	2nd & 3rd Prince	4	1		2
Morrison & MacRae	115.2	4th Prince	2	2	1	2
Toombs & Cobb	112.5	4th Prince	4	1	1	2
Montgomery Const.	134.8	1st. Queens 4th Prince	4	2	2	1
Matheson & MacMillan	153.5	2nd, 3rd & 5th Queens	3	3		2
Total Area 3	1,210.7		27	21	10	16
Grand Totals	2,214.7		54	40	27	29

ADMINISTRATION AND FINANCE DIVISION

The Administration and Financial Division is responsible for the financial and personnel services of the Department. This includes the preparations of the annual budget, budget control, departmental accounting, purchasing, inventory control, payroll and other related administrative support functions.

The division consists of the Director, five accounting support staff, three personnel support staff and a receptionist.

MECHANICAL BRANCH

This Branch is responsible for the acquisition and maintenance of vehicles and equipment used primarily in highway maintenance. As well, the maintenance of buses operated by Island Transit is carried out within this Branch.

The main repair depot is located in Charlottetown with a smaller repair depot located in St. Eleanors.

During the year, our vehicle and equipment purchases included three tandum trucks, two large 4x4 snow plow trucks, two bush cutter units, one fuel truck, three farm type tractors and four mowers, one used excavator, four service type trucks and one salt and sand spreader hopper.

We disposed of, through an industrial auction, eleven pieces of older equipment.

The Director of Administration and Finance is responsible for the operation of the branch. The operational staff consists of two automotive shop supervisors, twelve foremen and seventy staff members.

PUBLIC WORKS DIVISION

The Public Works Division consists of the following sections:

A. Design
B. Construction
C. Insurance & Leasing
D. Energy Conservation
E. Properties & Surveys
F. Building Operation

A. During the fiscal year the Design Section developed plans, specifications and tender packages for the following projects with departmental staff or consultants:

(1) Morell High School Addition and Renovation
(2) Beach Grove Manor Replacement
(3) Southern Kings and Queens Regional Services Centre - Phase II
(4) Re-Roofing of Alberton Elementary School, Ecole Evangeline, Belfast Consolidated School and Elm Street Elementary School.
(5) Gym Floor Replacement Ellerslie Elementary School
(6) Installation of Elevator St. Jean Elementary School
(7) Kensington High School Addition and Renovation

B. The Construction Section provided contract supervision and inspection for a number of projects during the year. Projects completed this year were:

(1) Renovation and addition to the Souris High School
(2) Renovation of the Old P.E.I. Hospital
(3) Comfort Station Strathgartney Park
(4) Replacement of the two old wings at Hillsborough Hospital
(5) Addition to the Southern Kings and Queens Regional Services Centre - Phase II

Several other projects were started during the fiscal year but were not completed:

(1) Renovation and addition to the Morell High School
(2) Replacement of the Beach Grove Manor.

C. The Insurance & Leasing Section consists of one employee (Risk Manager), whose general responsibilities are:

(1) Leasehold agreements for government office space.
(2) Cleaning contracts for leased accommodation.
(3) Administration of government insurance program.

Leases for government office space in private sector holdings are maintained throughout the province. The following charges occured during fiscal year 1985/86.

Leases expired:

(1) MacKay Memorial Building - Highway Safety Division

Leases entered into:

(1) Summerside Royal Canadian Legion, Branch No. 5 - Parking Prince County Courthouse
(2) Caron Inc. - Fisheries Warehouse
(3) Oakes Holdings Inc. - Young Offenders Facility
(4) Poole's Food Market Ltd. - Health & Social Services

Cleaning Services Contracts for services not included in the rental agreement totalled seven. These contracts specify three day a week service.

Government Insurance Program policies were in effect for:

(1) All-Risk Property including Contractor's Equipment.
(2) Boiler and Machinery
(3) Automobile Fleet
(4) Primary Comprehensive General Liability
(5) Umbrella Comprehensive General Liability
(6) Professional Liability (Medical, Engineers, Lawyers, etc.)
(7) Accident Indemnity (RCMP Auxiliary)

The schedule of property insured is revised as changes occur. The total insurable value at the end of the fiscal year was estimated at $192,584,537.00 including 90% building replacement at $162,562,072.00, 100% contents at $10,022,000.00 and replacement cost of contactor's equipment at $20,000,465.00.

D. The Energy Conservation Section was an addition to this Division in September, 1984, as a two year pilot program. A staff of two contract employees have been contracted to set up a system of recording and monitoring energy consumption in Government Owned and Operated Buildings.

The historic energy data for a three year period has been entered on a computer based data system. The buildings are now being monitored by monthly site visits and recommendations for energy savings are being made and implemented.

E. Properties and Surveys is composed of the Mapping Section, Survey Section, Right-of-Way and Properties Section.

The Mapping Section's purpose and responsibility is to compile and maintain current computerized information files on all properties located on P.E.I. currently numbering 70,385 listed both numerically and alphabetically, compile and maintain a series of current property ownership maps at various scales to cover all of P.E.I., maintain a Map Library, sell copies of property maps, National Topographic Series maps and other maps, provide a custom whiteprint paper reproduction service, assist and give advice on all land matters received from the private enterprise, general public and departments of government, handle computerized property records, parcel index maps and make the necessary change. During the year, the Mapping Section handled 24,551 registry documents parcel indexed, 1,254 new properties created, 4,429 property map changes and 347 survey plans mapped and filed. Revenue received by the Map Library through the sale of maps for the year ending March 31, 1986 totalled $35,365.81. No charge sales for maps supplied to Land Valuation and Assessment were; Summerside - $946.50, Charlottetown - $13,389.00, to Properties and Surveys Division - $9,748.50 and to Community and Cultural Affairs - $224.00, for a total of $24,328.00.

The Survey Section provides surveys of properties in possession of or in the process of being purchased by this department; as well as the surveys carried out for other government departments, which include Forestry, Fisheries, Fish & Wildlife, Environment, Highway planning, construction and maintenance. Establishment of lot or township lines are also the responsiblity of this section.

The survey work which is being tied to the P.E.I. Coordinate System and checked by the legal survey section continues to increase yearly. Information and assistance on survey related matters is provided not only to other departments but to the general public as well as lawyers.

The calculations and plottting section calculates and checks all field notes provided by the survey field crews and if correct, a preliminary plot is made on the computerized plotter, which normally only shows the points and numbers and does not join any of the points. The plot is then presented to the draftsman to draw for use by the planners as further calculations are done by the calculation personnel to prepare a final draft for certification for the P.E.I. Land Surveyor.

Several major surveys were conducted during the year, including the C.T.C. - Towers Intersection, the ongoing surveys on the Charlottetown

By-Pass roadway, the Lot 10/12 and Lot 9/10 lot lines, the Bunbury Nursery and the Town of Victoria (to establish street boundaries).

The maintenance of the P.E.I. Coordinate System is the responsibility of the Survey Section and in 1985, L.R.I.S. in Summerside was given the contract to inspect and replace 63 destroyed monuments.

The maintenance of the coordinate monuments will be required until at least 1988 when it is expected the GPS (Global Positioning System), which is a system designed using satellites put in to orbit by the U.S. Department of Defence, will gradually replace the monument system for surveys and mapping.

Cooperation between the Legal Survey Profession, the Law Society and other Government Departments continues to increase and is a benefit to the Government and the general public as a whole.

The Properties Section is responsible for the acquisition, disposal and leasing of land for all departments of Government, including negotiations to purchase land necessary for the re-alignment of roadways. It is also responsible for the research necessary for documentation in order to give clear of abstract title of purchases and disposals on behalf of the Province. It is also responsible for research prior to the acceptance of streets within subdivisions, payment for same, including also tap drains and easements. The section arranges and negotiates satisfactory settlements for crop, lawn, shrub, fences and tree damages caused during road construction, research and check status of roadways - width - public, etc, The Properties Section is responsible for the compilation and update of a land data system for Crown owned or leased lands. The inventory contains legal documents, memoranda prepared and presented to Cabinet, Orders-in-Council, orthophotos, survey plans and correspondence. The section is also responsible for the protection of Crown land, it investigates all claims of adverse possession under the Quieting of Titles Act and Tax Sales under the Real Property Assessment Act; it certifies affidavits of transfer on behalf of the Province; it receives and maintains and processes property tax bills; and is responsible for the Land Tax Ledger.

The Properties Section researched and was involved in the purchase of thirty-three (33) properties for improvements to roadways and for other purposes as requested by departments of government. Purchase of land, replacement of removal of buildings, severance, payments for road construction amounted to $43,817.99. The Department purchased twenty-five (25) properties for various department purposes which totalled $557,259.00. The main properties purchased were the John MacDonald

property (Fish and Wildlife) Upton - $25,000; Seymour Hurry Landfill roadway - $16,000; St. Dunstans, West Royalty - $206,820; Charlottetown Rural Development Limited - $20,872; lots for cul-de-sac- By-Pass road - $34,000; land for Young Offenders facility - $101,520; Oak Drive for By-Pass Road - $80,000; widen Riverside Drive - $23,000. Revenue received through the lease and rental of Crown lands totalled $81,808. Sale of Crown land and buildings totalled $29,251.50. Properties leased and rented for department purposes totalled to $5,313.00. Property taxes payments amounted to $16,136.00.

The Properties and Surveys Section, also wish to acknowledge the cooperation of the various Provincial and Federal Departments, Crown Agencies, private enterprise and general public, with whom the staff are involved.

F. The Operations and Maintenance Section is responsible for the operation and maintenance of some 70 Government owned buildings located across the Province. Also, a number of rental buildings are maintained with monies budgeted by the Buildings Division. This section is also responsible for the accommodation requirements of Government, all telephone systems in Government, security of Government buildings, re-allocation of surplus furniture and the cafeteria in the P.A.B. Complex.

The section is divided into three regions: Western, Central and Eastern, with a maintenance supervisor and supporting staff as required located in each region. All accommodations, telephone and security details are handled from the central office in Charlottetown.

Some of the major projects undertaken during the fiscal year 1985-86 include:

Western Region:

1. Alberton Courthouse - Completely repainted inside and out.
2. Borden Scalehouse - Sandblast scales and repaint.
3. Bordon V.I.C. - Constructed wheelchair ramp and renovations to washrooms to accomodate wheel chairs.
4. Prince Co. Courthouse - Major repairs and alterations to fence, windows, emergency exists and foundation. Painting all exterior trim. Carpeting various offices.

Central Region:

1. Dr. Eric Found Building -
   Purchased new commercial washer. Renovations to six rooms in east wing to accommodate palliative care.

2. Jones Building -
Overhauling and upgrading of Chrysler air conditioner for more efficient operation and better control. Continued program of re-lamping and energy assessment.
3. Province House Annex -
On going restoration of this building. First floor restoration begun, project should be completed in fiscal year 86/87.
4. Shaw Building -
Retrofitted and/or replaced as necessary skylights over elevator lobbies. These areas had been a continuing maintenance problem for some time. Replaced about 2500 sq. yds. of carpet in various areas of the building. Repairs and alternations to retaining walls on Fitzroy St. side of complex. Installation of new handicapped entrance north lobby.
5. Province House -
Work continuing of refurbishing/refurnishing of Speakers Office area.
6. Government House -
Constructed and installed 30 new window sashes, insulated and weather stripped as necessary. Windows very old and very drafty.
7. Forestry Complex -
Purchased and erected three new cold-frame greenhouses. Reworked water supply system.
8. Prince Edward Home -
New wood heating system installed by Energy Corporation brought on line to supply heat and hot water to P.E. Home and the P.A.B. Complex. Brick siding on exterior of Nurses Residence replaced with B.C. cedar shingles. Landscaping and flower beds provided to enhance front lawn area of the home.
9. Sherwood Home -
Renovations in four offices to accommodate personnel from residential services.
10. Hillsborough Hospital -
Begun renovations to maintenance building to accomodate on site maintenance personnel mechanical and structural.
11. Bunbury Nursery -
New washroom installed in office building and entire complex connected to Bunbury-Southport sewer system.

Eastern Region

1. Southern Kings & Queens Services Centre -
Complete painting of the exterior.

2. Brudenell -
   New dining room carpet. Installation of new ceilings, insulation and fans in 35 motel units.
3. Highways Depot - Bridgetown -
   New storm windows, new ceiling and insulation should make for more energy efficient building.
4. Kings Co. Courthouse -
   Alternations to jury box and witness stand in Courthouse will provide for more comfortable and efficient jury area as well as a more suitable location for witness stand. New exit doors provided for jail area 1st & 2nd floors. Other minor maintenance; eavestrough and floor covering.

ACCOMODATIONS:

Responsibilities in this area include:
Assignment of office space in Government owned buildings.
Telephone co-ordination and liason between Government Departments and Island Tel.
Control over inventory of surplus equipment and furnishings.

Many accommodating moves were undertaken this fiscal year including the consolidation of offices in the Sullivan Building (ie) Department of Health & Social Services were consolidated to 2nd and 3rd floors. Dental remains on 1st. Consumer Service Division of Dept. of Justice relocated from 3 Queen St. to 1st floor Sullivan. Probation and Family Court Services from Custom House to 1st. Sullivan. Apprenticeship Branch from 3rd Jones to 1st Sullivan. Human Resource Development from 4th Shaw to 1st Sullivan. Renovations to 5th Sullivan to better accommodate Fisheries and Labour.

In the Shaw Building, Purchasing Division was moved from 2nd Central to 3rd South. As well, Treasury Board offices were consolidated to 3rd South. Auditor General expanded in area vacated by Purchasing. Department of Industry relocated from 3rd to 4th Shaw.

Many other moves were accommodated but the major ones only have been noted.

With regards to telephones. A new Mitel SX20 system was installed in Opposition offices 2nd floor Coles Building. Also, similar system in Dept. of Finance Summerside office. Introduction and approval obtained for installation of new modern telephone service for P.E.I. Government offices, Agencies, etc. in immediate Charlottetown area. This will be a 3-4 year project.

SCHEDULE OF BUILDINGS

Charlottetown and Vicinity:

- Sullivan Building
- Shaw Building
- Province House
- Province House Annex
- Provincial Home for Aged & Brecken House
- Highways Garage
- Highways Lab Buildings
- Government House and Garage
- Dr. Found Health Centre and Mona Wilson Centre
- Hurry Road Forestry Complex
- Belmont Street Warehouse
- Coles Building
- Highways Paint Shop
- Sleepy Hollow Correctional Centre
- Queen's County Forestry Offices - Beach Grove
- Bunbury Nursery Complex
- Brackley Visitor Information Centre
- MacMillan Building
- Prince Edward Home
- Customs House
- Sherwood Home

Hillsborough Hospital:

- Hillsborough General Hospital
- Riverside Hospital (Welfare)
- Laundry and Recreation Hall
- Nurses Home
- Superintendent's Residence and Garage
- Doctor's Residence
- Occupational Therapy Building
- Greenhouse
- Stores and Work Shop Building
- Farmers Residence (Double)

Beach Grove:

- Beach Grove
- Work Shop and Garage
- Central Heating Plant

Pump House No. 1
Pump House No. 2
Barn
Staff House
Water Storage Building
Fisheries Warehouse

Summerside Area:

Highways Garage
Prince County Courthouse and Jail
Dept. of Public Works Office
Summerside Health Centre and Storage Garage

Others:

Grain Elevator, New Annan
Courthouse and Jail, Georgetown
Visitor Information Centre, Pooles Corner
Scale House, Borden
Visitor Information Centre, Wood Islands
Brudenell
Brudenell Recreation Complex
Scale House, Wood Islands
West Prince Regional Service Centre
Southern Kings & Queens Service Centre
O'Leary Veterinary Clinic
Grain Elevator, Roseneath
Grain Elevator, Elmsdale
Prince County Forestry Depot
Southern Kings Highway Depot
Kings County Forestry Depot
Alberton Courthouse
Lady Slipper Visitor Information Centre
Fisheries Musuem, Basin Head
Museum, Orwell Corner

BUILDINGS DIVISION

TENDERS

Landfill Site Building

Opened July 9, 1985

Kenneth D. Coles Ltd. (awarded)	$27,155.00
Square K. Construction	31,281.00
Schurman Construction	31,400.00
Roberts and MacNeil Ltd.	33,300.00
Bagnall's Mills Ltd.	33,950.00
George Campbell Inc.	36,600.00

Morell High School Addition and Renovations

Opened July 11, 1985

General

Williams, Murphy & MacLeod Ltd. (awarded)	$2,697.000.00
Fitzgerald & Snow Ltd.	2,840,000.00
Schurman Construction Ltd.	2,841,000.00

Mechanical

Steen Contractors Ltd. (awarded)	$714,000.00
Bevan Bros. Ltd.	725,000.00
MacIntyre Sheet Metal Ltd.	728,250.00
D.B. & J. (1971) Inc.	733,000.00

Electrical

Univex Maritimes Ltd. (awarded)	$395,700.00
Delta Electric Ltd.	397,750.00
Inman Plumbing & Heating Ltd.	417,324.00
MacLean & Son Ltd.	448,645.00
Acadia Electric Ltd.	464,000.00
Olympia Electric Ltd.	467,000.00

Southern Kings & Queens Regional Services Centre - Phase II

Opened August 13, 1985

General

Cheverie Construction Ltd. (awarded)	$97,800.00

MacLean Construction Ltd.	109,995.00
Earl Redmond Inc.	115,000.00
Kenneth D. Coles Ltd.	115,778.00
George Campbell Inc.	120,020.00
Mechanical	
Kamstar Inc. (awarded)	$15,649.00
Leonard Hynes Inc.	16,280.00
Electrical	
Dennis MacEwen Electric (awarded)	$7,990.00
Kamstar Inc.	11,889.00
Storey Electric Ltd.	12,300.00
Gill Electric Ltd.	12,330.00
Ford Electric Ltd.	13,258.00
Summerset Manor Re-Roofing	
Opened September 19, 1985	
Kenneth D. Coles Ltd. (awarded)	$49,268.00
Wellington Construction Ltd.	55,900.00
D.C. Cameron Construction Co. Ltd.	56,500.00
MacLean Constuction Ltd.	63,600.00
Doucette's Insulators	66,000.00
Bayside Contracting Ltd.	77,840.00

PARKS & SERVICES DIVISION

PROVINCIAL PARKS

The division operates under four managers responsible for:

Operations - east of Charlottetown
Operations - west of Charlottetown
Visitor Services - including Brookvale operations
Resources

A management team consisting of the four managers and the director meets bi-weekly to plan and assess division operations.

The Parks

The two operations sections based at Brudenell River and Mill River are responsible for running the parks and park activities including maintenance, recreation and interpretation. Support services are also provided to the Visitor Information Centres (grounds maintenance and delivery service) and the Highway Information Signage System (putting up and taking down signs seasonally). The parks system is composed of 40 parks offering camping (15 parks), golf (2 parks), beaches, picnic sites, nature preserves and heritage sites. Parks are located across P.E.I., but primarily in the eastern and western ends of the province all along the south shore.

The Parks provide a variety of recreation programs including golf, tennis, canoeing, board sailing, lawn bowling and swimming. A schedule of activities is planned at the major parks for visitors. Support is also provided for special events like golf tournaments working with the Golf Associations, canoe races with the assistance of the resort operators, Red Cross swimming programs, and park improvements working with interest groups. Off-season activities include skiing (both cross-country and downhill), tobagganing, and a maple syrup program.

The programming highlight of the year was a pilot program at Brudenell River entitled "Sails and Ole Tales". It presented an historical interpretation of some early Brudenell history featuring actual settlers from the 1820's, and was conducted weekly as an evening walk by staff in period costume with visitors following and meeting some of the other characters of the day on route. Attendance levels were very high with many repeat visitors and the program will be used as a model of the type to be used in other parks in future.

Major capital improvements were made in four parks during the year as follows:

Pinette - A new comfort station was built to replace an older structure.

Cedar Dunes - The campground was completely replanned and rebuilt on the sand near the beach, replacing sites previously located in the woods. The new plan reinforces support for the community operated canteen and accommodations in the West Point lighthouse which is located in the park.

Brookvale - A development plan designed to correct the problems with the existing facility has been started. The first year changes made involve the addition of snowmaking facilities and a grooming machine for the slopes. Subsequent years planned include the re-alignment of ski-tows to follow the fall-line of the hill rather than property lines, increasing the elevation of the top of the hill by about 40 feet to allow more trails and thus more skier capacity, and a new ski lodge.

Mill River - Site work including finishing the new 18th green of the golf course was completed during the summer.

As a result of the change in policy with respect to concessions in parks, privately operated canteens opened in Tea Hill, Chelton Beach and Jacques Cartier and a board-sailing concession opened in Cabot Park. Each concession operates with a signed concession agreement. This policy will be continued in future years for these and any other concessions which meet individual park objectives.

PLANNING

A goal of the division for better publicity resulted in design of a new parks logo and a parks mascot. The logo is a four colour symbol using the letters PEI and is intended for use on uniforms, equipment, publications, etc. The mascot is a caricature of the sandpiper know as 'Sandy Piper' and it will be used in promotion and publications identified with Provincial Parks.

A lure brochure was developed and printed during the year. It is designed to attract visitors to the parks but has been limited to distribution through Visitor Information Centres, due to budget restrictions. Other informational literature is being developed for people when they are in one of the parks so they may know what is available in the park system. This program will be continued with the objective of promoting the activities offered in parks.

Evaluation of programs offered is another goal of the division and the

first report was prepared on comfort station maintenance and cleanliness. This is a very basic service in the parks and recommendations suggested that new standards be developed. Further reports are planned.

Policy statements for existing and new programs are also a goal of the Visitor Services Section. These include park signage, uniforms, program evaluation and private sector participation in park programs, all of which are in place. Others will be developed as required and eventually compiled into a policy manual.

STATISTICS

Provincial Parks registered 610,076 visits to the parks during the past year, an increase of 27,970 or five (5) per cent. Day visits primarily for picnicing, golfing, or the beaches account for the increase while camping was down slightly by 0.5 per cent. Day visitors represented eighty-six (86) per cent or 529,850 visits. Parks providing good beaches such as Cabot (38,077 visitors), Chelton (35,105 visitors), Panmure (29,791 visitors), Tea Hill (24,950 visitors) plus six other parks: Cedar Dunes, Argyle Shore, Victoria, Crowbush, Red Point and Northumberland (60,388 visitors) account for 188,310 or one third of the visits while golfing attracted approximately 50,000 users, a 17% increase (Mill River 18,350, Brudenell River 31,058). Camping in Provincial Parks provided overnight stays for 80,226 people representing fourteen (14) per cent of the total visits.

The months of July and August are recognized as the prime visitor season with eighty-three (83) per cent or 505,121 visits occurring during this period. Occupancy rate in the campgrounds averaged thirty-five (35) per cent with St. Peter's the lowest at fourteen (14) per cent and Red Point the highest at seventy-six (76) per cent.

The camping season was reduced by two weeks in nine of the 16 campgrounds in response to budget reductions and the number of campsites opened has been reduced by approximately 200 or 18.7% in the last two years in response to visitation statistics. On the other hand, 35 sites have had power and water added in the last two years to meet demand for services. In total, 350 sites or 40% offer services in the parks system. Fees were increased for all park services except camping and were reflected along with excellent summer weather in a 16% increase in revenue for the year. Campground statistics are shown on the accompanying chart.

Brookvale Ski Park average daily visits was up by fifteen (15) per cent to 455 people per day of operation from the previous season average of 394 per

day even though the season total was down by 2,167 from the 21,263 figure of 1984-85. There were forty-two (42) skier days during the past season, 12 less than the previous year. The new snowmaking equipment was responsible for 75% of ski days in what would have otherwise been a very poor year for snow. Alpine (downhill) skiing revenue totalled $45,137, an increase of $11,082 or thirty-three (33) per cent from the previous season. Total park revenue was up by $9,814 to $51,178 making it the highest ever collected at the park.

PROVINCIAL PARKS - CAMPING STATISTICS - 1985

Park	Campsites Open		Permits Issued			Operating Days		Occupancy Rate %	
	1985	(1984)	1985	(1984)	% Change	1985	(1984)	1985	(1984)
Mill River	72	(72)	1,731	(1,862)	-7.0	151	(144)	25.3	(18.0)
Jacques Cartier	46	(46)	850	(1,088)	-21.9	67	(88)	36.0	(26.9)
Linkletter	84	(84)	3,525	(2,631)	+34.0	81	(88)	39.7	(35.6)
Cabot	108	(108)	3,351	(3,750)	-10.6	81	(88)	46.2	(39.5)
Cedar Dunes	21	(53)	544	(595)	-8.6	67	(88)	45.5	(12.8)
Green Park	32	(90)	494	(875)	-43.5	67	(88)	23.8	(11.0)
Strathgartney	60	(60)	1,416	(1,542)	-8.2	151	(144)	16.6	(17.8)
Crowbush Cove	60	(60)	1,088	(1,167)	-6.8	67	(88)	35.6	(22.1)
Brudenell - Cotton	36	(48)	950	(1,530)	-38.0	67	(88)	53.4	(36.2)
Brudenell - Norton	76	(104)	2,807	(3,404)	-18.0	151	(144)	28.5	(22.7)
Red Point	36	(36)	1,568	(1,966)	-20.2	81	(88)	76.2	(62.1)
Lord Selkirk	72	(72)	1,423	(1,523)	-6.6	67	(88)	27.0	(24.0)
Northumberland	64	(94)	2,220	(2,868)	-22.6	81	(88)	43.9	(34.6)
Panmure	36	(36)	952	(1,208)	-21.2	67	(88)	48.3	(38.1)
St. Peters	30	(30)	294	(368)	-20.1	67	(88)	14.2	(13.9)
Campbells Cove	36	(37)	779	(1,047)	-25.6	67	(88)	40.7	(32.2)
	869	(1,030)	23,992	(27,424)	-12.5			34.7	(26.4)

AUDIO VISUAL SERVICES CENTRE

Audio Visual supplies audio and video services to all Government departments, agencies, commissions and crown corporations; and is responsible for maintenance of all government, school board and Holland College audio visual equipment. Services include production, graphics and short term loan of equipment.

A computerized master inventory of all audio visual equipment owned by government is controlled by the centre. All new purchases are approved by Audio Visual and the process is aimed at ensuring government departments obtain the best and most effective equipment for their specific needs. At the same time, Audio Visual can advise on duplication within departments and standardization of equipment to ensure repairability (i.e. availability of parts).

Statistics for year ending 31 March 1986:

Total short term equipment loans	1,250
Schools preventative maintenance -	
Units 2 & 3	1,940
and Holland College	450
Equipment serviced	1,300
Equipment delivered for repair	620
Equipment delivered for repair	120
Equipment delivered for repair	450

School Units
Holland College
Government

There were 90 service calls made to schools, government offices, etc. which were made for a total of 350 man hours of work. The "on call" maintenance service for the court recording systems required approximately 10 visits by service personnel during the year. The Legislative recording system has continued to operate excellently.

The graphics sector completed 352 projects for all government departments. Among the major ones were for P.E.I. Parks, a redesigning of all literature and logos, including two full color brochures and a 70 page illustrated cookbook for the Department of Agriculture.

The production sector, in conjunction with the Department of Health and Social Services, completed four major TV productions. These were taken and shown at interprovincial conferences resulting in request for copies from the Federal Department of Health and Welfare and all Provincial Departments of Health.

Our production of "Chemical Free Graduation" produced for Highway Safety has been distributed to all Island high schools with positive results.

There has been a steady increase in requests for conference taping with the increase in Legislative Committee meetings, Land Use appeals and Classification appeals.

Two Audio Visual Familiarization courses were conducted for Civil Service.

The production sector was responsible for the following:

- 42 video productions
- 10 video workshops
- 108 filming and editing sessions
- 13 weekly radio programs
- 63 audio tracks and promos
- 8 slide shows
- 114 press conferences and conference tapings
- 75 P.A. systems

POSTAL SERVICES

Postal Services is responsible for all government incoming, outgoing and interdepartmental mail including couriers to government buildings in Charlottetown and the four regional services centres. The objective of the section is to provide an efficient service taking full advantage of all options.

Even with postage increases in June, 1985 our overall postage costs for the year are up by $19,000.00 only. This can be attributed to:

1. Travel Bureau down by $13,135.21 or 3.2%
2. Highway Safety down by $7,934.78 or 1.6%
3. Sport P.E.I. down by $2,504.13 or .5%

Our savings as a result of using incentive rates was $6,478.29. Greater savings could have been realized had we the time to presort certain mailings and if computer would pre-sort mailings that qualify for incentive rates. Computer does pre-sort property tax bills statements.

Incoming Mail

From Charlottetown Post Office	820,000
Inter-departmental	450,000
Total	1,270,000

Outgoing Mail

Metered, sorted & dispatched	981,797
Postage paid in cash	239,338
Registered	664
Insured	58
Total	1,221,857

Certified Kits

On hand (31/3/85)	3,075
Purchased	9,639
Issued	11,714
On hand (31/3/86)	1,000

Shortpaid Mail

Credit (31/3/85)	$435.18
Advance deposits	2000.00
Credit	5.24
Paid	893.87
Credit (31/3/86)	1546.55

Postage Paid in Cash - 5109 & 2005

Credit (31/3/85)	$26,536.57
Advance deposits	152,000.00
Paid (T.B.)	134,788.94
Paid (Gazette)	11,413.26
Paid (Highway Safety)	3,227.03
Paid (Tax)	4,220.68
Credit (31/3/86)	24,886.66

Postage Paid in Cash-Agr. 5201

Credit (31/3/85)	1,568.90
Advance deposits	5,000.00
Paid	4,521.75
Credit	2,047.15
Postage in meters (31/3/85)	32,699.72
Meter postage purchased	399,000.00
Credit (spoiled meter impressions)	1,153.39
Total	432,853.11
Meter postage actually used	415,721.41
Postage in meters (31/3/86)	17,131.70
Total	432,853.11
Postage recovered	5,526.63

Revenue mass mailing	640.81
	6,167.44

Mass Mailing

Decollator	2,440,695
Detacher	1,493,157
Folder	680,005
Inserter	338,618
Embosser	346
Addresser	125,615
	5,078,436

TOTAL POSTAGE BY DEPT. FOR YEAR 1/4/85 to 31/3/86

Department	Meter	P.P.I.C.	P.D.	Certified	Total	%
Finance & Tourism	14,201.55		179.86	564.80	14,946.21	2.5
Travel Bureau	24,916.07	134,788.94	112.20	1124.48	160,941.69	27.4
Tax	49,922.07	4,220.68	29.21	3581.36	57,753.32	9.8
Accounting	38,862.31		4.98	1635.80	40,503.09	6.9
Health & S.S.	65,158.15		44.22		65,202.37	11.1
Trans. & P.W.	24,193.86	11,413.26	18.79	86.60	35,712.51	6.1
Hwy. Sfty.	26,934.53	3,227.03	14.40	4140.00	34,315.96	5.8
Education	39,858.09		29.89	50.40	39,938.38	6.8
Agriculture	20,860.59	4,521.75	44.27		25,426.61	4.3
Comm. & Cul. Aff.	25,450.55		14.90	337.60	25,803.05	4.4
Hospital Services	14,981.60		7.30		14,988.90	2.6
Energy & Forestry	5,414.86		3.72	28.00	5,446.58	.9
Fish. & Labour	12,010.77		4.54	11.20	12,026.51	2.0
Justice	13,062.54		22.44	1420.84	14,505.82	2.5
Civil Service	5,735.85		3.48		5,739.33	1.0
Premier	5,993.02		10.96		6,003.98	1.0
Industry	6,848.91		348.71		7,197.62	1.2
Sport P.E.I.	13,877.85				13,877.85	2.4
Other	7,438.24				7,438.24	1.3
	$415,721.41	158.171.66	893.87	12,981.08	587,768.02	100%

ISLAND INFORMATION SERVICE

The purpose of Island Information Service is to help provincial government departments, agencies, corporations, and commissions prepare and distribute information regarding their programs, services and other activities of interest to the public.

The media form the main channel for information from government to the people. IIS supplies a newswire service to the following Island news outlets: CBC, ATV, CFCY, CHTN, CJRW, the Guardian and Patriot, and the Journal-Pioneer. Press releases relating to government as well as notes to media concerning special government related events are distributed over this service. The newswire service has been upgraded at IIS to provide quieter and much more rapid transmission of messages. The same information is mailed to other media and interested parties. IIS distributed 1377 releases between April 1, 1985 and March 31, 1986.

Photographic services, including a photo lab, are available to provincial government through IIS. Last year there were 1292 photography assignments. These assignments included promotional photography for marketing Island products, press photography, slide presentations and slide duplication.

The P.E.I. government telex machine (Siemens T1000S) and telecopier machine (Xerox 295 automatic) are run by IIS. During the past year our operators handled 8153 incoming and outgoing messages over these machines.

Island Information Service is also responsible for answering mail inquiries, phone inquiries, and requests from walk-in clients, about Prince Edward Island and its government. Over 5,000 requests were answered by mail during the year.

At its location in the basement of the Jones Building, 11 Kent Street, IIS continues to stock all provincial acts and regulations and many other government publications. During the year total sales from government publications amounted to $4611.65.

IIS supplies a limited French to English and English to French translation service for government. Last year over 160 translation assignments were completed.

Updates are provided by IIS for Prince Edward Island entries in various encyclopedias, almanacs, yearbooks and directories. IIS also prepares the Provincial Government Section of the P.E.I. Telephone Directory. IIS publishes the Government Services Directory, the Quick Reference Guide, the

Provincial Government Monthly Publications Checklist, Notes on P.E.I. and a Directory of Island Organizations, Clubs and Associations.

In December, 1983, Island Inquiries were established as part of IIS. Island Inquiries is a bilingual telephone information and referral service dealing with programs and services offered by the federal government and provincial government.

PRINTING

The Printing Section provides the following services:

1. A printing service for government departments, boards and commissions.

2. A volume copying service for government departments, boards and commissions.

3. A Xerographic copying service for the three-building administrative complex.

4. The publication, distribution and sale of:
   - The Royal Gazette
   - The Revised Statutes of Prince Edward Island
   - The Annual Statutes of Prince Edward Island
   - The Legislative Journal of Prince Edward Island
   - The Revised Regulations of Prince Edward Island

Receipts from advertising in the Royal Gazette and the sale of publications totalled $54,524. This compares with previous years as follows:

1981-82 - $42,022
1982-83 - $60,186
1983-84 - $56,767
1984-85 - $58,636
1985-86 - $54,524

During the fiscal year 1985-86 the presses produced 2,442 separate printing orders, representing a total of 7,873,281 sheets through the three job presses, a decrease of 13.5%. This figure compares with the previous years as follows:

	Orders	Impressions
1981-82	2,017	8,546,485
1982-83	2,145	7,824,098
1983-84	2,625	7,554,794
1984-85	2,709	8,965,478
1985-86	2,442	7,873,281

In addition, a volume copying service is provided comprised of two Xerox 9400 copiers. Copying orders for this section totalled 3,236 as compared to 3,221 in 1984-85. Total production was 7,917,587 copies, an increase of 2%. Comparison to previous years is as follows:

	Orders	Impressions
1981-82	2,086	6,889,812
1982-83	2,495	6,383,954
1983-84	3,558	7,848,248
1984-85	3,221	7,747,984
1985-86	3,230	7,917,587

The convenience copying service for the three-building administrative complex implemented in June, 1975 constitutes 20 machines currently. Production for the fiscal year was 3,185,468 copies, representing an increase of 7.2% over 1984-85. By pooling the productions of 20 machines, the lowest cost per copy is attained. The current cost is 4.7¢ per copy including paper as compared to 4.9¢ from 1984-85. Comparison with previous years is as paper years is as follows:

	Impressions	Cost/Copy (incl. paper)
1981-82	2,771,594	4.73
1982-83	2,940,152	4.90
1983-84	3,313,755	4.50
1984-85	2,953,957	4.90
1985-86	3,185,468	4.76

Cost of paper is 0.50¢ as compared to 0.60¢ in 1984-85

Distribution of Impressions:

	Presses	Volume Copies
Agriculture	694,555	1,055,125
Community and Cultural Affairs	353,035	282,646
Education	812,135	2,032,732
Energy and Forestry	305,195	56,568
Finance and Tourism	639,802	675,482
Fisheries and Labour	286,560	59,382
Health and Social Services	921,685	975,786
Industry	110,255	609,375
Justice	707,425	340,444

	Presses	Volume Copies
Transportation and Public Works	2,312,255	330,587
Cabinet Office & Executive Council	290,219	102,859
Civil Service Commission	354,310	207,599
Housing Authority	19,400	25,137
Legislative Assembly		75,060
Sport P.E.I.		399,972
Miscellaneous	66,450	41,488
	7,873,281	7,570,242

Total number of copies for presses and volume copiers equals 15,143,523 decrease of 9%.

Distribution of Convenience Copiers:

1.	Premier's Office	100,098
2.	Executive Council	100,149
3.	Justice	150,000
4.	Education	240,000
5.	Treasury Board	60,003
6.	Tourism	178,196
7.	Accounting	137,547
8.	Land Valuation & Assessment	88,857
9.	Civil Service Commission	90,000
10.	Agriculture	
11.	Agriculture	360,000
12.	Computer Services	81,010
13.	Community & Cultural Affairs	210,000
14.	Transportation & Public Works	
15.	Transportation & Public Works	245,140
16.	Health & Social Services	
17.	Highway Safety	60,003
18.	Health & Social Services	430,864
19.	Health & Social Services	
20.	Fisheries & Labour	110,000
21.	Island Information Services	45,808
22.	Industry	34,203
22.	TOTAL	2,721,878

In summary, the number of press impressions is down. This is mostly due to the lesser amounts of overtime worked, and the volume copiers handling printing normally given to the presses.

Also, a considerable amount of printing was done by the Private Sector.

TRANSPORTATION DIVISION

AIR TRANSPORT

In 1984, the Minister of Transport introduced a new domestic air carrier policy which reduced, considerably, the degree of government regulation of the airline industry in Canada. This, together with the promise of further measures to deregulate air transport in proposed new national transportation legislation, has resulted in the emergence of several new airlines in the Atlantic provinces.

To date, Air Atlantic and Air Nova have been licensed to provide scheduled service between Charlottetown and the Halifax gateway using de Havilland Dash 7's and Dash 8's, Air Bras d'Or has been licensed to operate from Charlottetown along several Maritime routes with de Havilland Twin Otters and IMP Ltd. has been authorized to serve the Charlottetown-Halifax route using Group C aircraft. Although these carriers are not operating yet, they are expected to commence in 1986 and their services, together with those of Air Canada and Canadian Pacific Airlines Limited, should, for a time at least, combine to give Prince Edward Island the best air service in its history.

Air Canada continued its daily DC9 service between Charlottetown, Ottawa and Toronto with an additional flight to and from Toronto during the summer months. Air Canada lost $14.8 million on its 1985 operation.

During 1985, CP Air maintained a hub and spoke system operating several flights daily with Boeing 737s and Hawker Siddily 748s between Charlottetown and the Halifax gateway, for connections to other points in the Atlantic provinces as well as Montreal, Ottawa and Toronto.

Canadian Pacific Airlines Ltd. earned a profit of $17,218.00 in its 1985 operation.

Airport Development

After 14 years of planning and negotiating, the Charlottetown Airport development project was finally completed and operations commenced in the new air terminal building on March 24, 1986. An official opening ceremony is scheduled for May 31. The project, which was estimated to cost $31 million, was completed for approximately $25 million and has resulted in a modern, spacious, convenient facility which will be a welcome relief for Island air travellers and a positive factor in tourist and industrial development.

The Transportation Division has been closely involved with this project

since the planning process began in 1972, coordinating the provincial input and maintaining liaison with federal officials and other interested parties.

The following is a summary of the project elements and their costs:

1)	Water Supply	$188,100
2)	Sewage Disposal	312,900
3)	Land Acquisition	1,959,700
4)	Combined Services Building	2,769,700
4)	c/w Fire Training area	
5)	Aircraft Ramp & Taxiway	2,034,700
6)	Runway 10-28 (including	
6)	Union Rd Diversion)	7,035,600
7)	Air Terminal Building	5,734,400
8)	Access Road & Carpark	
8)	(including Airport Intersection)	2,308,100
9)	Control Tower	2,464,400
TOTAL		$24,807,600

Airport Consultative Committee

The Charlottetown Airport Consultative Committee was established late in 1985 to ensure meaningful consultation between Transport Canada and other interested parties in matters related to the operation of the airport. It comprises representatives of Transport Canada, the Transportation and Tourism departments of the provincial government, the airlines, the Chamber of Commerce, the municipalities and others. It meets several times a year on an as required basis.

Atlantic Provinces Transportation Commission

For over sixty years, users of freight transportation in the Maritime provinces -- and since 1950 in Newfoundland -- have benefited from the services of the Atlantic Provinces Transportation Commission, an agency which renders various transportation related services to shippers and receivers with a staff of twelve in its offices in Moncton. The Commission is funded by the governments of the four Atlantic provinces and is governed by a board of directors, ten of whom are appointed by the provincial governments and ten by the Atlantic Provinces Chamber of Commerce. The Commission maintains the only complete tarriff library in the Atlantic region and provides assistance to business, industry and various organizations and agencies in the form of rate negotiation, advice on rates, routing and carriers' services, preparation of briefs and submissions, organization of seminars and shippers' meetings,

research projects and dissemination and publication of transportation information.

Among the important initiatives undertaken by the A.P.T.C. during the year were the organization of a regional policy conference to discuss the federal white paper on transportation entitled "Freedom To Move" and the presentation of a brief to the House of Commons Standing Committee On Transportation on the same subject.

Prince Edward Island's contribution to the 1985-86 budget of this agency was $40,775.00

The directors of the Commission representing this province are:
Kenneth A. MacKenzie - Province of Prince Edward Island
David A. Scales - Province of Prince Edward Island
George Key - Atlantic Provinces Chamber of Commerce
Norman Clarey - Atlantic Provinces Chamber of Commerce

BUS TRANSPORT

In the total absence of rail passenger service, Islanders rely chiefly on bus service as a means of public transport. During the period covered by this report, scheduled bus service was offered along interprovincial or intra provincial routes by 3 carriers.

Island Transit, a provincially owned carrier managed by the Transportation Division, operated along the Tignish-Summerside-Charlottetown route providing passenger and parcel express service on a 5 day week schedule. The seasonal service was also operated on a daily schedule from June to October between Souris, Charlottetown and New Glasgow, N.S. for connections with Acadian Lines to Maritime centres and other points on the continent. Island Transit experienced a loss of $12,480.00 on its 1985/86 operation.

Via Rail Inc. is required by the Canadian Transport Commission to operate an interprovincial bus service in lieu of the rail passenger service between Charlottetown and Sackville which was abandoned by Canadian National Railways in 1969. Via operates a twice daily service between Charlottetown, Summerside and Moncton, using equipment provided by Trius Tour, to connect with mainland passenger trains and other bus operators. The Via operation can also be considered an intercity service. Unfortunately the schedule is not very satisfactory for this purpose.

SMT Limited operated an interprovincial service between

Charlottetown, Summerside and Moncton for connections with its bus services along various routes to points in New Brunswick, other points in Canada and the United States. This service was operated on a daily frequency for part of the year but was reduced to a weekend service in the fall.

Charter bus services are also offered by SMT and Trius Tours in this province.

COMMUNICATIONS

During the past year discussions have taken place with senior officials from the federal Department of Communications and the other provincial governments to develop a framework for a national telecommunications policy. This policy will be based on the following principles:

1) Canadians must continue to have universal access to basic telephone service at affordable rates.

2) Policies must ensure that the telecommunications sections remains at the forefront of technological progress so as to benefit all Canadians.

3) Policies must maintain Canada's international competitiveness - not the competitiveness of the telecommunications section, but also the competitiveness of Canadian industries which are reliant on effective telecommunications system and services.

4) The future development of the telecommunications industry presents uniquely Canadian challenges and will require uniquely Canadian answers.

5) A Canadian telecommunications policy must reinforce the goal of fair and balanced regional development and respond to the interests of all concerned governments.

6) Given the characteristics of the Canadian system, the development of the telecommunications policies for Canada requires that.

   (a) policies be established by governments and not by regulatory bodies or by the courts;
   (b) federal government and provinces cooperate in seeking rationalization and a clearer definition of the roles and responsibilities of the two levels of government in relation to telecommunications.

Officials of both levels of government have concentrated on reaching an agreement on two key policy issues, which are competition and jurisdiction.

The Atlantic Consultative Committee on Communications which is composed of communications officials of the four Atlantic Provinces and the federal Department of Communications, which continues to be the primary agency which the Division utilizes in providing imput to the full range of communications matters, met four times during the year.

Staff of the Division participated with the federal government and its agencies as well as other provincial governments in two studies. The first was titled The Impact of International Competition On the Canadian Telecommunications Industry and Its Users and the second, Federal-Provincial Examination of Telecommunications Pricing and the Universal Availability of Affordable Telephone Service.

Federal/Provincial Committee on Atlantic Region Transportation

The Federal/Provincial Committee on Atlantic Region Transportation was originally established in 1969 to study and recommend revisions to Atlantic region freight subsidy programs. Its role was later expanded so that it became the instrument of federal/provincial consultation on all transportation policy matters and for the exchange of information between the federal and provincial transportation departments on an ongoing basis. The Committee met infrequently during the year and has become much less effective due to a perceived lack of commitment on the part of federal members. The Committee has been a very valuable mechanism for the Atlantic provincial transportation departments in previous years and should be revitalized and reinforced with ministerial support.

Federal/Provincial Committee on Transportation Statistics

This committee was created by Statistics Canada to afford provinces an opportunity to participate in the planning and design of the department's transportation statistics program. It meets two or three times a year and appoints working groups for specific tasks. In addition to Statistics Canada officials the committee has representation from Transport Canada, the Canadian Transport Commission and the provinces and territories. Prince Edward Island is represented on the committee by the Directors of the Transportation and Statistics divisions.

FERRY SERVICES

CN Marine introduced a revised winter schedule in December 1985 which involved removing the John Hamilton Gray from service for approximately 8

hours each day. This resulted in intervals between crossings of as much as 2¼ hours in the morning. The new schedule created problems for truckers, particularly at Cape Tormentine in the morning, and complaints from the trucking industry were loud and frequent during the period from December 1985 to March 1986. Repeated efforts by government, business and labour interests failed to persuade CN Marine to resume an adequate winter schedule.

CN Marine operated on schedules which varied from eleven crossings per day from each terminal in winter to a minimum of twenty crossings per day during the summer months, with provision for additional crossings when traffic exceeded the capacity provided by the normal schedule.

CN Marine adjusted its tariffs on April 1, 1985 to produce a 15% increase in revenue. This had the effect of increasing passenger fares by approximately 41%, autos by about 5% and truck charges by varying amounts ranging from 0% to 20%.

The federal subsidy paid to CN Marine to cover the operating deficit for the Borden-Cape Tormentine ferry service in 1985 was $29,896,000.

The Wood Islands-Caribou ferry service operated from April 26 to December 9 in 1985. There has been continuing pressure from frequent users over the years to extend the operating season for this service from early April to late January and numerous representations have been made to Northumberland Ferries Ltd. and the federal transport department for the extended season. To date, federal authorities have not seen fit to authorize the expenditures which would be required for the installation of fixed navigational aids, additional operating subsidy and additional insurance costs, all of which would be necessary if this service were to be operated after ice forms in the strait.

Northumberland Ferries Ltd. operated on schedules which varied from eight crossing per day from each terminal to 18 per day during the summer months. The number of crossings was increased in the spring and fall of 1985 to provide additional capacity to cope with the demand resulting from increased truck traffic. The Wood Islands-Caribou service is still plagued with a serious capacity deficiency which results in congestion at the terminals and a great deal of frustration, inconvenience and extra cost for frequent users during peak traffic periods. Efforts to have two new 150 car capacity bilevel ferries constructed for this service have been ongoing for a decade, but now seen to be bearing fruit. A study of vessel requirements, undertaken for the federal transport department by German-Milne, once again, pointed to the need for two 150 car vessels and subsequent research has confirmed that vessels of this size could operate without difficulty in the shallow harbours

where the two terminals are situated. The need for additional capacity for this service is now being given serious consideration by federal authorities.

The Northumberland Ferries Ltd. tariffs were revised to generate a 15% increase in revenue in 1985. This resulted in increases of 18% in passenger fares, 15% in automobile rates and increases in truck charges varying from 6% to 30% depending on the size of the vehicle.

Northumberland Ferries Ltd. was paid a subsidy of $5,794,000 to offset the operating deficit for the Wood Islands-Caribou service in 1985.

As in previous years, CTMA operated the ferry service between Souris and the Magdalen Islands on schedules which provided one return crossing 6 days per week from April to October and a reduced number of crossings from October to the end of January. Additional crossings were made during the summer months to accommodate increased traffic demand.

The operator received a subsidy of $1,929,356.00 to cover the deficit for this service for the 1985/86 operating season.

Fixed Crossing

Several times since the late 19th century the concept of a fixed crossing to replace the ferry service between this province and New Brunswick has captured the imagination of Islanders, the most recent occuring in the mid '60s when construction of the approaches for a fixed link was actually commenced. There has been a resurgence of interest in this concept which began in 1984 with a proposal from a consortium for a fixed crossing in the form of an electric railway operating through a 13 mile long tunnel to ferry highway vehicles and passengers. In 1985, there were proposals from two other consortia for different structures, one a bridge-tunnel-causeway complex and the other an all bridge crossing.

The following are some details of the current proposals.

Northumberland Strait Tunnel
Cost - $500 million
Length - 13 miles
Crossing Time - 13 minutes
Loading Time - 15 minutes
Design - tunnel 20 feet in diameter with space for telecommunication cable, power cables and pipelines.
Construction Time - 7 months
Employment - Approximately 6,000 man-years with 200 permanent.
Consortium - Lavalin, Urban Transportation Dev. Corp., Canac

Northumberland Strait Bridge
Cost - $600 million plus
Length - 8.1 miles
Maximum clearance - 121.4 ft.
Design - 2 lane highway with support systems to expand bridge to 3 or 4 lanes, supported by over 40 piers.
Construction Time - 5 years from March 1987 - November completed by August/September 1991.
Employment for construction - 8,000 man-years with 150 permanent.
Consortium - Peter Kiewit Sons Co., PCL Construction Group of Companies, Dominion Bridge Ltd.

Nova Construction Bridge-Tunnel-Causeway Crossing

Cost - $350 million
Length - Bridge - 5.3 miles
Length - Tunnel - 6.1. miles
Length - Causeway - 2.3 miles
Maximum Clearance - 25 ft.
Construction Time - 5 years
Employment - Construction - 800
Employment - Permanent - 70
Consortium - Nova Construction, Atlantic Corporation

To date there has been no agreement to proceed with studies of economic and engineering feasibility, environmental, ecological and social impact and public reaction, all of which would be essential before a decision could be made to proceed with any of the three proposed projects.

FREIGHT AUDIT SERVICE

The governments of the Maritime provinces continued to support the Freight Audit Service, an agency located in Moncton which was created to assist business and industry in the Maritimes to reduce transportation costs through the auditing of freight bills for the purpose of identifying and recovering overcharges from carriers. The Freight Audit Service is affiliated with the Atlantic Provinces Transportation Commission and derives approximately 40% of its operating revenue from grants from the three Provinces and 60% from charges to clients, based on 50% of the savings realized from the audits.

During the year the agency carried out 101 audits which identified overcharges of $111,161. Refunds were obtained from the carriers involved and remitted to 56 different companies.

The total budget of the Service for 1985/86 was $92,938.00 of which Prince Edward Island contributed $3,250.00.

ISLAND TRANSIT

The services provided by the bus service owned by the Province are described in the bus transport section of this report. Island Transit is operated with two intercity coaches, approaching their tenth year of life, which are becoming less reliable and more costly to maintain. The need for a capital appropriation for the acquisition of new equipment for this service is becoming increasingly apparent.

The following are the financial statistics for the Island Transit operation for the 1985/86 year:

Revenue:	$87,441.00
Expense:	99,921.00
Operating deficit	$12,480.00

MARITIME PROVINCES TRANSPORTATION COMMITTEE

The Maritime Provinces Transportation Committee is a creature of the Council of Maritime Premiers and its role is to coordinate transportation policy and regulatory initiatives of the three provinces in the interests of achieving a uniform approach to all matters affecting the region. The committee meets several times a year on an as required basis to deal with transportation issues as they develop or as referred to the committee by the Council, and develops policy options and recommendations for the consideration of the Premiers. Its members are the directors of transportation policy for the three provinces and it operates with the assistance of other provincial transportation officials and staff of the Council Secretariat.

Motor Carrier Regulatory Reform

Bill 40, an Act to Amend the Motor Carrier Act, was passed at the 1985 session of the legislature and was assented to on May 28. This Bill provided for a number of reform measures respecting interprovincial trucking which were included in the Memorandum of Understanding signed by the federal/provincial/territorial transportation ministers in February 1985, as well as other reforms agreed to by the Council of Maritime Premiers on February 5, 1985. The reform measures are intended to promote competition and greater efficiency in the trucking industry, and include the automatic

granting of a motor carrier license when an application for same is not opposed, placing the onus on the objecting party to prove that a license should not be granted when an application is opposed, provision for joint hearings and a list of commodities and vehicles to be exempt from motor carrier regulation. The Bill was proclaimed on November 9, 1985, with the exception of Sections 2 and 3, the Sections which introduce reform measures governing the handling of applications and the granting of licenses. Government decided that proclamation of these Sections should be deferred until similar reform measures are implemented by New Brunswick and Nova Scotia.

The following is a list of commodities and vehicles which became exempt from motor carrier regulation on January 1, 1986, pursuant to Section 20(3) of the amended Prince Edward Island Motor Carrier Act and an Order of the Lieutenant Governor in Council:

The Act does not apply to the transportation of the following commodities:

a) mail pursuant to a contract with the Canada Post Corporation;
b) mineral ore, concentrates, potash or gypsum;
c) coal;
d) earth, gravel, rock, sand, fill, asphalt mix or any aggregate thereof;
e) salt;
f) bulk milk or cream, grain or any agricultural products in their green or raw form;
g) livestock, including poultry;
h) animals used for racing or show purposes;
i) fertilizer, including fertilizer components;
j) peat moss;
k) agricultural limestone;
l) unprocessed forest products, including Christmas trees and related products, pit props, railroad ties, fuelwood, pulpwood, logs, poles, wood chips, bark, shavings, sawdust and hog fuel, but not including any product treated with preservative;
m) horticultural products, including nursery stock, and incidental supplies when carried with such products;
n) any products of the sea except those which have been packaged for retail sale;
o) snow, ice or water;

p) buildings, with the exception of mobile homes, sectional homes and mini homes;
q) any garbage or refuse except for industrial or hazardous waste; and
r) boats that are primarily used for commercial fishing purposes;

Transportation officials of the federal, provincial and territorial governments are continuing to work through the forum of the Canadian Conference of Motor Transport Administrators on the development of uniform regulatory reform measures to improve safety and efficiency in interprovincial trucking. This could eventually lead to a regulatory reform regime whereby motor carrier operating authority would be granted solely on the basis of fitness.

Ports

The Maritimes Regional Advisory Council was established in 1984 under the authority of the new Canada Ports Act to make policy recommendations to the Minister of Transport respecting the development and operation of ports in the Maritime provinces. It presently comprises representatives of the Ports and Harbours branch of Transport Canada, the directors of transportation from the 3 Maritime provinces and the chairmen of the port authorities of Halifax and Saint John. During the year, a recommendation was made to the Minister that additional members be appointed to the Council to represent business and industry involved in shipping. The council met in April, July and December and made a number of other recommendations to the Minister.

Pursuant to the Canada Ports Act, local advisory committees for the 4 principal ports in Prince Edward Island have also been appointed.

The introduction in the House of Commons of Bill C75, to amend the Canada Shipping Act, proved to be a source of real concern to users of water transport and provincial governments. Clause 4 of the Bill would empower the federal government to impose user charges for navigational services, including icebreaking, dredging, aids to navigation and traffic services. The implications of this Clause for Island exporters are quite alarming and strong representation from numerous interested parties in the Maritimes for removal of this Section of the Bill has been made.

A contract for $325,000 was let for dredging at the west berth of the railway wharf in the Charlottetown harbour.

Work is progressing on a $5,377,000 contract for the construction of a new wharf and marine terminal facilities at Georgetown to replace the wharf which was destroyed by fire in 1983.

A $1.8 million contract for dredging the approach to Summerside harbour has been completed and a $2.2 million contract for dredging on the west side of the Department of Transport wharf to a depth of 7.6 metres has been awarded and work is scheduled to commence in April.

Wharf construction, shed construction and dredging costing $5.8 million is planned for the Port of Souris in 1986.

In January 1986, Transport Canada gave notice of increases of 30% in fees for harbour dues, wharfage, storage and berthage. Transport Canada scheduled a number of meetings for consultation on the proposed increases and received a strong negative reaction from shippers, carriers and governments. The proposed tariff revisions are presently under review by Transport Canada.

P.E.I. Potato Loading Point Program

Two mechanized temperature controlled rail car loading facilities were constructed, one three-door unit at Souris, P.E.I. and a five-door unit at Albany, P.E.I. at a cost of $1.1 million. Funding for construction and land acquisition was provided by Transport Canada through the federal development strategy to enhance and encourage potato shipping by rail car. The buildings and property at both loading points are entrusted to Canadian National by Orders in Council, PC1983-84 and PC1984-467. Day to day management and loading services are provided by the Potato Marketing Board under a sub agreement with Canadian National. The provincial Department of Agriculture has agreed to ensure the Potato Marketing Board against possible shortfall in operating costs during the test period.

Rail car loadings at Souris declined from 75 cars in the shipping season 1984/85 to 32 this shipping season. Albany Loading Point also experienced a reduction in rail car usage from 178 in 1984/85 to 32 for this crop year.

There are a number of reasons for this reduction in rail car usage, not the least of which is the concerted effort on the part of Canadian National to convert rail users to their intermodal system.

National Transportation Policy and Legislation

In July 1985, the Minister of Transport released a white paper on

transportation entitled "Freedom To Move", which proposed sweeping changes in federal policy and legislation respecting the transportation industry. The paper signaled the first major revision of federal transportation policy since the passing of the National Transportation Act in 1967 and its primary thrust was based on the philosophy that transportation should be controlled by competition and market forces rather than by government regulation. The policy proposals in this paper, which were largely aimed at deregulation of the transportation industry, have far reaching implications for Prince Edward Island and the Atlantic provinces and prompted wide spread concern among transportation users and governments in the region.

Following consultation with business, industry and government interests by an interprovincial committee, the Transportation Division prepared a 30 page document for submission to the federal government in response to the policy proposals in "Freedom To Move". This document stressed the need for a federal policy which recognizes and provides for the use of transportation as an economic development tool, identified other major conerns over the effects on Prince Edward Island of the policy proposals and made recommendations for revisions to protect the interests of Prince Edward Island.

Many representations from concerned parties in the Atlantic provinces were made to the Minister of Transport and the House of Commons Standing Committee on Transport recommending a wide range of changes to the policy proposals. It is anticipated that a new National Transportation Act will be introduced in the House of Commons before the summer of 1986. The Transportation Division will be monitoring closely further developments in the proposed policy.

RAIL TRANSPORT

On October 17, 1983, Canadian National Railways applied to the Canadian Transport Commission for authority to abandon a 65.16 mile section of the Kensington Subdivision, from Linkletter to Tignish. An intervention opposing the application was filed on behalf of the Province of Prince Edward Island and the Commission held a public hearing in O'Leary on November 14, 1985. Following the presentation in support of the application by Canadian National, 28 persons representing shippers, receivers, business, industry and government appeared to oppose the application and give evidence to support the case for retention of the line. After hearing all the evidence,the Rail Transport Committee concluded that the line, although not economic, was necessary to serve the area and ordered Canadian National not to abandon it. This order is to be reconsidered by the Committee not later than November 14, 1988.

The Atlantic Region Vice President and other officials of Canadian National Railways appeared before the select standing committee of the legislature on transportaiton and public works to make a presentation on the status of the railway. The railway officials contended that rail service in Prince Edward Island is no longer viable and stated that it is CN's intention to develop an efficient intermodal service for freight transportation to replace the rail operation.

In 1985, Canadian National spent $5.5 million to purchase 260 48 foot trailers for its intermodal service and, late in the year, moved its truck terminal from Charlottetown to the site of the P.E.I. potato loading facility at Albany.

Canadian National continued the process of reducing its presence in the province, eliminating 7 positions in its equipment branch. There are now less than 50 CN employees remaining on the Island.

Freight rate increased of varying percentages were imposed during the year and Canadian National reported a profit of $117,639,000 on its 1985 operation.

In response to expressions of concern by a number of shippers and receivers and the concern of Government over the erosion of the Island's rail service, the Transportation Division organized a meeting of interested parties to discuss the future of rail service and to examine possible courses of action to avert the undesirable consequences of further withdrawal of rail service in this province. The meeting was attended by 30 persons, representing business and industry, government departments and agencies and other organizations concerned with transportation, most of whom indicated clearly the negative impact on their individual operations of loss of rail service. The presentations and discussion, which took place over a period of nearly four hours, left no doubt that the continuation of rail service is considered essential to the economy of the province. A Committee of Concerned Rail Users was appointed by the meeting to undertake, with the assistance of the Transportation Division and the Atlantic Provinces Transportation Division, the preparation and presentation of submission to Government, identifying the concerns of rail users and urging effective government action to protect business and industry from the effects of loss of rail service.

Subsidy Programs

The federal freight subsidy programs under the Maritime Freight Rates Act and the Atlantic Region Freight Assistance Act continued unchanged in 1985 to assist shippers in the Atlantic provinces and eastern Quebec.

The following are the details in approximate dollars of the assistance paid under the various programs for the 1985/86 fiscal year:

Maritime Freight Rates Act		
Basic "Westbound" Subsidy - Rail	$14,600,000	$14,6000,000
Atlantic Region Freight Assistance Act		
Selective "Westbound" Subsidy - Rail	$4,500,000	
Basic "Westbound" Subsidy - Truck	18,500,000	
Selective "Westbound" Subsidy - Truck	5,900,000	
Intra Regional Subsidy - Rail	6,800,000	
Intra Regional Subsidy - Truck	31,400,000	
Intra Regional Subsidy - Water	400,000	
Sub total	$67,5000,000	67,500,000
Grand total		$82,100,000

Transportation Seminar

The Transportation Division and the P.E.I. Federation of Agriculture organized a transportation seminar which was held in the Charlottetown Hotel on March 18. The program, which covered all modes, included presentations by senior representatives of the following:

P.E.I. Department of Agriculture
P.E.I. Federation of Agriculture
Canadian National Railways
Atlantic Provinces Transportation Commission
Fertilizer and lime industries
CN Marine
P.E.I. trucking industries
Transport Canada Economic Regulation Office
Nova Construction re a fixed crossing
Highways branch - Department of Transportation & Public Works.

The program featured speakers of a very high calibre and drew praise from many of the 50 persons in attendance. One of the highlights was the presentation by a Transport Canada official on the white paper "Freedom to Move". Once again, the future of the Island's rail system proved to be the most controversial subject and generated the lengthiest discussion. There was active participation by those in attendance in response to the various presentations and the seminar was considered to be a very worthwhile exercise. The success of the seminar warrants the organization of a similar program within two to three years.

VIA Rail

1986 marks the fiftieth anniversary of rail passenger service in Canada. This event will be observed by a number of celebrations across the country during 1986.

The rail passenger task force headed by Hugh Horner submitted a report to the Minister of Transport in May 1985. The report recommended that Via's equipment be upgraded and that the financial support from the federal government for the Via operation be limited to $600 million annually.

The recommendations of the task force led to the development of a new railway passenger policy and the introduction of a Bill entitled The National Rail Passenger Transportation Act in the House of Commons on February 24, 1986. This legislation, if passed, is expected to improve both the financial and operational performance of rail passenger service in Canada and will afford Via Rail greater flexibility and responsibility to enable it to operate more efficiently.

Via was authorized to order 30 new 3,000 hp locomotives at a cost of $130 million to replace some of the aging units in its fleet. The corporation is presently considering the purchase of a number of new bilevel passenger cars to replace existing passenger equipment of 1954 vintage.

Via's second Moncton-Montreal train, the Atlantic, was restored in 1985. The Ocean continues to operate between Halifax and Montreal.

The Via Atlantic Advisory Council met in April and September, 1985 and in February 1986, to examine the various passenger services and other facets of Via's operation, and made a number of recommendations for service improvements. It is recognized, however, that Via operates under extremely difficult conditions with the antiquated equipment in its fleet and the high charges assessed by the railways for their part in Via's operation. Hopefully, the acquisition of new equipment in the next two years will solve many of its problems.

General

Mr. Stirling C. Lane, a member of the Transportation Division staff since 1973, retired on October 1, 1985. During the past 12 years Mr. Lane has been a faithful civil servant and his contribution to the work of the Division will be missed.

There were several major developments in transportation during the period covered by the report which have wide ranging implications for this

province. The massive revision of federal transportation policy envisaged in "Freedom To Move", motor carrier regulatory reform, the accelerated erosion of the province's rail system and the revival of the fixed crossing concept are developments which can drastically change our transportation system. During the year ahead, the efforts of the Transportation Division will be directed towards careful monitoring of these developments to ensure that the interests of the province are properly protected and that, to the extent possible, any changes which occur will work to our advantage and not constitute a further barrier to our social and economic development.

TRANSPORTATION STATISTICS

Air

Air Passenger

	1985			1984		
	To P.E.I.	From P.E.I.	Totals	To P.E.I.	From P.E.I.	Totals
Air Canada	29,242	33,390	62,632	32,908	35,728	68,636
Eastern Provincial	47,918	45,181	93,099	41,201	39,564	80,765

Air Freight & Air Mail (Lbs)

CARGO

	1985		1984	
	To P.E.I.	From P.E.I.	To P.E.I.	From P.E.I.
Air Canada	211,200	654,173	226,259	448,043
Eastern Provincial	325,000	720,000	393,000	783,000

MAIL

	1985		1984	
	To P.E.I.	From P.E.I.	To P.E.I.	From P.E.I.
Air Canada	510,419	37,250	424,555	53,828
Eastern Provincial	242,000	281,000	249,000	150,000

Bus

Island Transit

	1985	1984
Charlottetown/Tignish	9,817	10,059
Charlottetown/Souris	859 (June 4-Sept 30)	965 (June 11-Oct 8)
Charlottetown/New Glasgow	3,357 (June 4-Oct 14)	3,486 (June 11-Oct 8)

Via Rail

	1985	1984
From P.E.I. to Mainland	19,235	21,103
From Mainland to P.E.I.	18,817	21,311

Ferry

Borden-Cape Tormentine Ferry Service

The following are the 1985 traffic statistics for CN Marine Prince Edward Island-New Brunswick service, with 1984 comparisons:

	Autos	Trailers Campers	Trucks	Tractor Trailers	Buses	Rail Cars	Passengers
1984	483,004	30,519	74,309	82,727	3,178	10,609	1,583,298
1985	494,697	30,514	76,604	90,346	3,816	10,962	1,614,950
% Change	2%		3%	9%	20%	3%	2%

Wood Islands - Caribou Service

The following are the 1985 traffic statistics for the Prince Edward Island - Nova Scotia service operated by Northumberland Ferries Ltd. with 1984 comparisons:

	Autos	Rec. Vehicles	Trucks	Buses	Passengers
May 3 - Dec 20/84	150,355	14,075	14,811	1,324	525,026
Apr 26 - Dec 9/85	153,294	14,725	15,105	1,384	527,108
% Change	2%	4.6%	2%	4.5%	.4%

Souris - Grindstone Service

The following are the 1985 traffic statistics for the Prince Edward Island - Magdalen Islands service operated by CTMA with 1984 comparisons:

	Autos	M/Homes Trailers	Vans/Buses Trucks	M/cycles Bicycles	Heavy Mach.	Passengers
1984	10,095	1,671	4,127	1,547	37	40,357
1985	11,728	1,881	4,103	1,667	24	45,442
% Change	16%	12.6%	-.6%	7.8%	-35%	12.6%

Rail

Freight in Carloads

The following are the 1985 statistics for interprovincial rail freight in carloads, with 1984 comparisons:

	To P.E.I.	From P.E.I.	Total
1984	3,251	2,165	5,416
1985	2,736	1,708	4,444
% Change	-16%	-21%	-18%

Freight in Tons

The following are the 1985 statistics for interprovincial freight in tons, with 1984 comparisons:

	To P.E.I.	From P.E.I.	Total
1984	199,671	89,959	289,630
1985	163,983	70,474	234,454
% Change	-17.8%	-21.6%	-19%

Water

Tons (Metric)

The following are the statistics for 1985 waterborne freight for the four principal ports, with 1984 comparisons:

	Charlottetown		Georgetown		Souris	
	Loaded	Unloaded	Loaded	Unloaded	Loaded	Unloaded
1984	32,503	427,071	230	9,739	8,434	8,700
1985	25,961	447,091	n/a	n/a	184	19,088

	Summerside		Totals	
	Loaded	Unloaded	Loaded	Unloaded
1984	59,429	53,521	100,569	499,031
1985	4,430	93,274	30,575	559,453

Vessels

The following are the 1985 vessel traffic statistics for the principal ports with 1984 comparisons:

	Arrivals		Departures		Totals	
	1984	1985	1984	1985	1984	1985
Charlottetown	213	227	214	226	427	453
Georgetown	6		8		14	
Souris	11	12	12	12	23	24
Summerside	55	98	73	98	108	196
P.E.I.	14	39	13	39	27	78

HIGHWAY SAFETY DIVISION
01 APRIL 1985 - 31 MARCH 1986

The Highway Safety Division operated branches at Alberton, Souris, Montague, Summerside, and headquarters in Charlottetown providing the general administration, safety programs and registration functions.

The Division's overall objective is to promote safe conditions for highway users, provide registration for vehicles and drivers and to support the Minister of Transportation and Public Works in the administration of the Highway Traffic Act and the Off-Highway Vehicle Act, the Roads Act, and the Transportation of Dangerous Goods Act.

During the year, the program for year-round registration was undertaken with an implementation date scheduled for January 1987. A strengthening of the program involving curative measures for drinking drivers occurred and support was provided to chem-free graduating functions with the production of a video for use by student bodies.

Legislation was passed to provide mandatory seatbelt use for children under twelve (12) years of age and Regulations were approved for a Driver License classification system which is similar to other Provincial jurisdictions.

Legislation to control the Transportation of Dangerous Goods was proclaimed in July, 1985. Information and education about the new rules is

given to truckers at the highway weigh scales and at motor vehicle inspection check stops. Truckers are required to have training in transporting dangerous goods, to keep proper documentation about the dangerous goods, and to mask the trucks with placards to identify that dangerous goods are on the truck.

The Division co-operated with police agencies in conducting the Driver Beware Campaign. In this program, stop checks of vehicles were made on particular evenings to make drivers aware that they should not drink and drive.

Consistent with the Canadian movement to simplify regulations and administration for the trucking industry, the Division continued participation in studies and initiated steps to simplify intra and inter trucking registrations. Steps have been taken to participate in the issuance of a single Cab Card which will be valid in all Canadian jurisdictions in which the vehicle is registered. Another study involves the process of developing a single form for reporting intra-jurisdictional travel for a purpose of registration sales tax and fuel tax.

RECORDS SECTION

This section maintains records on all drivers who have had convictions for motor vehicle related offences and who are scheduled for counselling activity such as an interview or a re-examination. This Section also maintains documents on compulsory insurance, accident statistics, and motor vehicle dealers.

This section issues abstracts of driving records to individuals and insurance companies.

During the period April 1, 1985 to March 31, 1986, the Records Section processed approximately 65,987 transactions for various reasons. A summary of the major activities are shown in the table following. (1984-85 figures are shown for comparison purposes).

	1984-85	1985-86
1. **Driver License Suspensions**		
a) Criminal Code	1,369	1,008
b) Demerit Point System	411	357
2. **Driver Licenses Confiscated**		
a) Criminal Code	182	173
b) Demerit Point System	91	88
3. **Driver License Reinstatement**		
a) Criminal Code	952	886
b) Demerit Point System	290	284

		1984-85	1985-86
4.	**Compulsory Insurance**		
	a) Cancellations received from Insurance Companies	17,668	14,125
5.	**Accidents**		
	a) Fatalities	28	33
	b) Injuries	925	863
	c) Number of Fatal Accidents	24	30
	d) Number of Collisions	3,377	3,353
6.	**Judgement Recovery (P.E.I.) Ltd.**		
	a) Number of new cases	11	7
7.	**Dealer Trade License**		
	a) Class "A" New and Used Vehicles	30	27
	b) Class "B" Sub-dealers	3	3
	c) Class "C" Used Vehicles	48	45

SAFETY SECTION

Activity in the driving theatre was divided into two categories:

(1) the driver; and
(2) the vehicle

In each of these categories the measures designed to counter highway collisions were separated into education and enforcement techniques primarily directed to highway users, followed by engineering developments directed to safety improvements of the vehicle.

Countermeasures were planned and conducted on the premise that the driver is ultimately responsible for motor vehicle operation on the highway. In consequence, the countermeasure strategy was to increase the driver's knowledge of highway laws and safe driving practices by creating a general awareness through the public news media; in testing new driver; licensing control over newly licensed drivers, and correction of unsafe practices among othe drivers.

The Safety Section plans and co-ordinates the following Programs:

(1) Promotion of Highway Safety
(2) Driver Improvement
(3) Motor Vehicle Inspection

Promotion of Highway Safety

a) **Driver Testing**

The basic objective of driver testing is to establish and maintain acceptable standards for the issuance of driver licenses for all classes of vehicles in accordance with the provisions of the Highway Traffic Act, Regulations, and Departmental policy. To obtain a drivers license, an applicant needs the necessary knowledge, skill, physical and mental ability to safely operate a motor vehicle. The driver examiner tests all drivers requiring an initial license and those requiring a higher class of license. Tests are passed by successfully completing a written examination of rules of the road, a vision screening, and an actual road test with applicable vehicle.

In 1985, the driver testing section conducted 4188 written and oral knowledge tests, with a failure rate of 18%. Road tests were administered to 4,286 applicants, with a failure rate of 4%. The total number of oral, written and driving tests administered in the five regional offices in Charlottetown, Summerside, Alberton, Souris and Montague was 8821.

To promote correct driving habits, the Division encouraged the private sector to become involved in a Driver Education Program. The private sector now has schools operating in Prince, Queens and Kings Counties. A twenty-five hour in-classroom driver education program was conducted at Kinkora High School, Three Oaks High School, Bluefield High School, Morell High School and Colonel Gray High School.

The Driver Education Course is designed to help new drivers develop good driving habits and to obtain a driver's license.

b) **Media Program**

This Section provides safety information to the driving public in all areas of highway driving. Each year the Safety Division uses newspapers, radio and television to deliver messages promoting bicycle safety, rules of the road, pedestrian safety, winter driving, and seat belt use. Impaired drivers are a continual problem on the highways and a constant campaign is conducted to encourage people not to drive after they have been drinking.

A brochure outling the new law on mandatory seatbelt use for children under 12 years of age was produced and mailed to all householders on Prince Edward Island.

c) **Accident Reporting System**

Computer records are kept on all reported motor vehicle accidents. During 1985, it is estimated that 906 million kilometers were driven by motor

vehicles on Prince Edward Island. There was 3,506 collisions resulting in 882 injuries and 37 fatalities. The thirty-seven fatalities includes 9 drivers, 7 passengers, 4 motorcyle operators, 15 pedestrians, 1 cyclist, and 1 farm tractor operator.

Driver Improvement

The primary function of the Driver Improvement Section is to identify the problem drivers (by their driving record) and to induce them to change their driving habits and attitudes, thereby reducing fatalities, injuries, and property damage.

a) **Defensive Driving Courses**

Courses on safe driving habits have been developed by the Canada Safety Council with the co-operation of the Provincial Government. Attendance at these courses is voluntary and those who successfully complete the course are given a bonus of 3 points which can be used as a credit in the Demerit Point System. Besides the attraction of 3 demerit points, the Defensive Driving Course develops safer drivers for Prince Edward Island highways.

In 1985, there were 23 Defensive Driving Courses offered in the Province with 436 students participating and 381 successfully completing the Course.

b) **Driver Improvement Courses**

When a driver accumulates six or more demerit points, a letter is issued advising of the consequences which could result from further demerit points. If a driver accumulates nine or more demerit points, the driver is required to attend a Driver Improvement interview in which the driver is assisted in achieving an awareness of the driving problem and developing a solution to that problem. After a driver accumulates 12 or more demerit points, the license is suspended for a period of three months. To have suspended licenses reinstated, drivers must attend a reinstatement interview and it is a mandatory condition of the reinstatement of licenses that drivers attend a Driver Improvement Course within six months of having their license returned. If a driver fails to attend the required Course, the license may be further suspended.

In 1985, four Driver Improvement Courses were held throughout the Province with 193 drivers required to attend. 123 of those attended, with 106 successfully completing the Course.

c) **Driver Rehabilitation**

This is the Alcohol and Drug Abuse Program. All drivers who are convicted of a second subsequent offence pursuant to Section 273A, 237B,

238(5), or 239(1) of the Criminal Code of Canada must attend an Impaired Drivers Course conducted by the Highway Safety Division. This course must be completed before a driver suspended under these sections can have his driver's license reinstated.

In 1985, five courses were conducted throughout the Province. 296 people were required to attend with 139 suspended drivers attending and 133 of the attendants completing the Course. Anyone who did not complete the Course would not have their license reinstated.

In 1985 the Assessment Program was started. Drivers with three or more convictions for impaired driving are required to have an alcohol assessment completed and undergo curative treatment at an Addiction Service Centre. A probationary driver's license would be returned to the driver **only** if the treatment Program recommended by Addiction Services was followed. The probationary license would be valid as long as the curative program was followed. In 1985, 189 drivers were put through this Program with 137 drivers receiving a probationary license and 29 drivers being cancelled for failing to comply with their probationary order.

Annual Motor Vehicle Inspection

The Motor Vehicle Inspection Program continued in 1985 to monitor the operating condition of motor vehicles in Prince Edward Island. The compulsory inspection of passenger cars, light trucks, heavy trucks, farm trucks, trailers, and motorcycles totalled 81,140. Motorcycles were required to be safety inspected beginning January 1983.

Regulations were passed to begin a periodic inspection of farm trucks beginning January 1, 1985.

In 1985, there were 199 inspection stations with 387 licensed mechanics involved in the periodic inspection program. The inspection stations and licensed mechanics carried out the following inspections:

Vehicles inspected	81,140
Farm Trucks Approved	1,809
Vehicles Approved	71,713
Motorcycles Approved	1,770
Vehicles Rejected	5,848

The Motor Vehicle Inspection Officers co-operated with police agencies to conduct stop-check programs for unsafe vehicles on the highways. There were 7,930 vehicles observed in vehicle stop-check programs.

MOTOR VEHICLE REGISTRATIONS & REVENUE

APRIL 1 /85 TO MARCH 31/86

	CARS	TRUCKS	TRAILERS	FARM TRUCKS	FIRE TRUCKS	1/3 YEAR TRUCKS	PRP PLATES	PRORATE FEES	CAB CARDS	TRIP PERMITS	M.C.	S.B.	S.M.E.	S.V.	SNOW MOBILES	DRIVERS LICENSE	OTHER*	REVENUE
APRIL	10,627	5,483	164	691	31	353	279	955	1,165	67	644	11	161	86	-	2,007	12,241	853,763.32
MAY	2,655	2,446	248	490	23	209	60	317	438	103	579	-	149	37	1	2,020	14,301	317,652.49
JUNE	1,624	547	213	72	2	54	22	225	277	57	252	2	11	5	-	1,917	12,105	153,495.35
JULY	1,437	352	228	38	4	32	17	208	266	88	211	6	4	5	-	2,225	13,294	132,739.22
AUGUST	1,091	279	120	81	4	479	7	129	178	86	82	8	3	6	-	2,311	11,156	161,369.90
SEPTEMBER	881	268	78	97	1	87	15	102	159	78	36	3	6	5	1	2,274	10,391	91,662.60
OCTOBER	942	247	72	67	1	24	20	162	223	72	6	9	2	6	2	2,310	10,806	79,417.21
NOVEMBER	814	237	34	6	-	9	14	94	137	60	6	2	7	3	7	1,941	11,376	90,728.95
DECEMBER	440	160	25	2	-	178	8	78	93	40	1	-	15	-	8	2,047	7,993	69,345.42
JANUARY	3,475	838	24	57	13	39	8	209	236	41	33	170	28	14	10	1,947	7,307	190,758.34
FEBRUARY	6,648	1,387	21	128	21	14	32	714	767	20	55	64	35	21	8	1,846	7,926	343,123.28
MARCH	21,519	3,545	45	604	44	11	162	1,989	2,126	57	171	130	149	65	-	1,880	8,650	968,757.24
TOTAL	52,153	15,789	1,272	2,333	144	1,489	644	5,182	6,065	769	2,076	405	570	253	37	24,725	127,546	$3,452,813.32

*Public Vehicles, Dealers, Instruction Permits, Duplicate Copies, Transfers, M.V.I. Stickers, Abstracts, Miscellaneous Receipts, Appointment Fees, Administrative Fees, Reinstatement Fees.

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

Province of Prince Edward Island

STATEMENT OF ORDINARY EXPENDITURES

Year Ending March 31, 1986

General Administration

Salaries	468,404	
Office Supplies & Postage	12,349	
Tel & Tel	85,010	
Miscellaneous	2,698	
Equipment	18,320	
Maintenance & Repairs	3,518	
Travel	14,973	
Total General Administration		605,272

HIGHWAY DIVISION

Maintenance Administration

Salaries	782,864	
Tel & Tel	10,299	
Equipment	11,000	
Travel	247,400	
Total Maintenance Administration		1,051,563

MAINTENANCE OF UNPAVED ROADS

Prince County

Prince 1	145,420	
Prince 2	60,093	
Prince 3	64,551	
Prince 4	59,777	
Total Prince County		329,841

Queens County

Queens 1	127,536	
Queens 2	64,076	
Queens 3	71,710	
Queens 4	56,901	
Queens 5 & 6	63,993	
Total Queens County		384,216

Kings County

Kings 1	73,305	
Kings 2	55,554	
Kings 3	54,193	
Kings 4	47,608	
Kings 5	54,686	
Total Kings County		285,346
Total,Maintenance of unpaved roads		999,40

Maintenance of Paved Roads

Prince County	1,844,766	
Queens County	2,190,384	
Kings County	1,639,101	
Total Maintenance of Paved Roads		5,674,255

Bush Control

Bush Control Prince County	117,950	
Bush Control Queen County	142,588	
Bush Control Kings county	139,447	
Total Bush Control		399,985

Right-of-Way

Right-of-Way Prince County	130,115	
Right-of-Way Queens County	99,289	
Right-of-Way Kings County	117,959	
Total Right-of-Way		347,363

Maintenance of Bridges

Wages	108,691	
Materials & Supplies	64,677	
Contract Service	97,572	
Total Maintenance of Bridges		270,940

Snow Removal

Wages	691,007	
Materials & Supplies	387,783	
Contract Services	4,184,836	
Total Snow Removal		5,263,626

Sanding & Salting

Wages	949,040	
Materials & Supplies	2,414,166	
Total Sanding & Salting		3,363,206

Traffic Engineering

Data & Design	155,800	
Sign Shop	246,045	
Highway Signage	359,887	
Information Signing	76,709	
Highway Marking	681,278	
Traffic Operations	198,309	
Total Traffic Engineering		1,718,018

Mechanical - Government Garage

Salaries	4,233,191	
Equipment	98,969	
Material & Supplies	2,694,430	
Contract Services	24,876	
Travel	80,597	
Telephone, Radios & Taxes	138,363	
Total Mechanical Branch		7,270,426
TOTAL HIGHWAYS DIVISION ACCOUNT		26,358,781

HIGHWAY SAFETY BRANCH

Administration

Salaries & Wages	92,259	
Tel & Tel	25,895	
Miscellaneous	5,279	
Travel	6,887	
Total Administration		130,320

Motor Vehicle Inspection

Salaries	70,036	
Material & Supplies	18,233	
Travel	14,053	
Total Motor Vehicle Inspection		102,322

Driver Improvement Program

Salaries	130,502	
Miscellaneous	2,456	
Travel	10,130	
Total Driver Improvement Program		143,088

Promotion of Highway Safety

Salaries	117,100	
Equipment	951	
Material & Supplies	82,135	
Consultant	3,662	
Travel	11,084	
Total Promotion of Highway Safety		214,932

Registration & Licensing

Salaries	274,095	
Office Supplies & Postage	15,658	
Equipment	7,699	
Material & Supplies	150,062	
Travel	6,293	
Total Registration & Licensing		453,807

Records

Salaries	120,320	
Equipment	127	
Total Records		120,477

Summerside

Salaries	173,137	
Travel	779	
Total Summerside		173,916

Montague

Salaries	27,167	
Total Montague		27,167

Alberton

Salaries	30,845	
Total Alberton		30,845

Souris

Salaries	28,301	
Total Souris		28,301

Highway Scales

Materials & Supplies	32,792	
Contract Services	5,292	
Salaries	269,343	
Travel	5,220	
Total Highway Scale		312,647
TOTAL HIGHWAY SAFETY BRANCH		1,737,792

PARKS & SERVICES BRANCH

Services Administration

Salaries	74,797	
Travel	1,958	
Total Parks & Services Administration		76,755

Audio Visual Service Centre

Salaries	181,770	
Travel	7,455	
Audio Visual Equipment	4,723	
Equipment Repairs	26,826	
Total Audio Visual Service Centre		220,774

Postal Services

Salaries	91,724	
Postage	556,945	
Contract Services	14,508	
Travel	138	
Repairs & Maintenance & Equipment Rental	38,273	
Total Postal Services		701,588

Information Services

Salaries	154,985	
Travel	1,064	
Tel & Tel	35,510	
Field Equipment & Supplies	567	
Office & General	10,186	
Total Information Services		202,312

Printing Services

Salaries	413,010	
Travel	3,624	
Tel & Tel	6,100	
New Equipment	1,075	
Material & Supplies	432,070	
Reproduction Equipment Rentals	112,820	
Total Printing Services		968,699
TOTAL SERVICES BRANCH		2,170,128

PARKS BRANCH

Parks Branch Administration

Salaries	182,071	
Travel	13,395	
Office & General	1,953	
Material & Supplies	16,949	
Contract Services	3,773	
Total Parks Branch Administration		218,141

PARKS OPERATIONS

Parks -Eastern Region

Salaries	646,495	
Travel	21,070	
Equipment	32,347	
Tel & Tel	15,613	
Material & Supplies	177,867	
Contract Services	20,214	
Total Parks - Eastern Region		913,606

Parks - Western Region

Salaries	646,938	
Travel	24,424	
Equipment	27,446	
Tel & Tel	21,246	
Material & Supplies	175,776	
Contract Services	16,066	
Total Parks - Western Region		911,896

Brookvale Ski Park

Salaries	93,689	

Travel	345	
Equipment	1,994	
Tel & Tel	782	
Material & Supplies	32,358	
Contract Services	324	
Total Brookvale Ski Park		129,492
TOTAL PARKS BRANCH		2,173,135
TOTAL PARKS & SERVICES BRANCH		4,343,263

BUILDINGS BRANCH

Building Administration

Salaries	73,677	
Travel	951	
Total Building Administration		74,628

Insurance

Salaries	37,274	
Travel	3,494	
Administration	415,568	
Material & Supplies	706	
Consultant Fees	6,546	
Total Insurance		463,588

Energy Conservation Pilot Project

Salaries	62,933	
Travel	9,214	
Equipment	714	
Material & Supplies	761	
Total Energy Conservation		73,622
Total Building Administration		611,838

Construction Administration

Salaries	233,645	
Travel	20,529	
Technical & Drafting Equipment & Supplies	2,544	
Total Construction Administration - Buildings		256,718

Maintenance Administration - Buildings

Salaries	527,250	
Travel	37,134	

Material & Supplies 17,769
Total Maintenance Administration 582,153

Maintenance of Buildings

Basin Head Museum 1,064
Beach Grove Infirmary 309,693
Belmont St. Warehouse 10,650
Brudenell Complex 149,464
Bunbury Nursery 30,177
Coles Building 101,736
Court House Alberton 15,735
Dr. Eric Found Health Centre 484,889
40 Great George St. 22,147
Government House 286,161
Greenhouse & Header House - Hurry Road 295,167
Health Centre, Summerside 58,007
Hillboro Hospital 493,496
Home for the Aged 33,282
Jones Building 362,246
Kings Co. Court House & Jail 37,887
Kings Co. Forestry Depot 13,259
Lady Slipper Visitors Centre 16,033
MacMillan Building 509,671
Orwell Cove Museum 5,004
Portable Classrooms 92,401
Prince Co. Forestry Depot 8,834
Prince Co. Court House & Jail 88,352
Prince Edward Home 675,507
Province House 106,945
Province House Annex 56,991
Scalehouse - Borden & Wood Islands 20,248
Shaw & Sullivan Building 2,029,981
Sherwood Hospital 62,467
Sleepy Hollow Correctional Centre 206,778
Southern Kings Highway Depot 26,811
Southern Kings & Queens Regional Services Centre 55,846
Travel Bureau - Wood Islands 41,293
Travel Bureau - Brackley 4,937
Tourist Interpretive Centre - Poole's Corner 49,192
Veterinary Building - O'Leary 25,890

West Prince Regional Services Centre 32,617
Total Maintenance of Buildings 6,820,858

TOTAL MAINTENANCE OF BUILDINGS BRANCH 7,659,729

ACCOMMODATIONS

Accommodation - Administration

Salaries 29,218
Total Accommodation Administration 29,218

Rent or Leased Premises

Airport - VIC 320
Alberton - VIC 941
Aulac - VIC 9,717
Cambridge Building 177,530
Caribou VIC 3,368
Carvell Building 5,096
Cavendish Cottage 4,203
Cavendish VIC 8,732
CN Marine 250
Davies Law courts 702,498
Eastern Kings Health Centre 8,860
Eastern Kings Reg. Ser. Centre 83,249
East Prince Reg. Ser. Centre 159,405
Evangeline Health Centre 3,399
Farm Centre 13,107
F.W. Strong Building 21,264
Fisheries Warehouse 13,990
Island Transit 13,861
Johnston Building 93,464
Kensington Community Centre 3,787
Kings County Memorial Hospital 9,810
MacKay Memorial Building 23,570
Morell Fire Hall 2,700
O'Leary Community Hospital 4,573
O'Leary Dental Clinic 2,284
P.E.I. Liquor Control Commission - Borden
VIC 17,942
Prince County Hospital 3,165
Reliance Garage 3,850
Research Station 200,293

Royalty Mall	239,654	
Souris Town Hall	3,411	
St. Paul's Rectory	19,443	
Stanhope VIC	605	
Summerside Waterfront Dev. Corp.	22,455	
Albert Thomas Building	51,418	
Tignish Health Co-op	3,898	
White Star Laundry	10,393	
Total Rent or Leased Properties		1,946,505
Total Accommodation & Leased Properties		1,975,723
Properties & Surveys		
Salaries	535,350	
Travel	29,584	
Office - General	1,788	
Prop. Taxes on Prov. - Owned Prop.	13,017	
Field Equipment & Supplies	76,635	
Control Survey Network Maintenance Legal Fees & Contract Services	5,105	
Total Properties & Surveys		661,479
Vet College Project Support		
Salaries	94,016	
Total Vet College Project Support		94,016
TOTAL BUILDINGS BRANCH		11,002,785
TRANSPORTATION BRANCH		
Salaries	125,235	
Travel	12,028	
Office & General	1,794	
Transportation Advisory Services	12,732	
Legal Fees	3,090	
Total Transportation		154,879
Island Transit		
Salaries	46,261	
Travel	382	
Tel & Tel	1,426	
Material & Supplies	67,994	
Total Island Transit		116,062
TOTAL TRANSPORTATION BRANCH		270,941
TOTAL DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS ORDINARY ACCOUNT		44,318,834

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

Province of Prince Edward Island

CAPITAL EXPENDITURES
Year Ending March 31, 1986

HIGHWAY DIVISION

Construction Administration

Salaries & Wages	876,272
Travel	8,360
Miscellaneous	6,500
TOTAL CONSTRUCTION ADMINISTRATION	891,132

Culvert C/A

Prince County	242,482	
Queens County	253,079	
Kings County	222,835	
TOTAL CULVERT C/A		718,396

BRIDGES C/A

Prince County

Burlington Bridge	29,800	
Center Line Road Bridge	17,880	
Kildare Bridge	36,498	
Newton Bridge	38,530	
Ross Corner Bridge	30,900	
Tignish	18,585	
Tryon Arch & Detour	173,307	
Wilmot Bridge	49,107	
Total Prince County		394,607

Queens County

Hillsboro Bridge	72,471	
New Lumber Yard Riverside Drive	24,784	
St. Catherines Road Arch	19,713	
Seal River Bridge	24,981	
West River Causeway	1,046,740	
Total Queens County		1,188,689

Kings County

Bangor Bridge	30,525
Bothwell Arch	74,256
Hermanville Arch	146,489
Mt. Stewart Road Arch	13,098
Total Kings County	264,368
Bridges Miscellaneous C/A	176,124
TOTAL BRIDGES C/A	2,023,788

ECONOMIC REGIONAL DEVELOPMENT AGREEMENT

Albany-Borden - Rte. 1	1,760,880
Land Purchases	20,999
Millview - Vernon River Rte 3A	1,233,805
Research Program Technical Support	21,360
Review of Spec. & Procedures used in P.E.I.	14,833
Study of Aggregate	22,159
Study of Water Quality	31,605
7 Mile Road	273,620
Western Road-Rte 2 - Profits Corner - Alma	1,120,324
Winsloe - Peter Pan Corner - Rte 2	1,358,480
TOTAL ECONOMIC REGIONAL DEVELOPMENT AGREEMENT	5,858,065

HIGHWAY CONSTRUCTION

Highway Strengthening Project

Allan Road - Ellis River Bridge	321,368
Atl. Prov. Motor Carrier Benefit Study	6,098
Central Bedeque - North Bedeque Rte 1A	946,286
Clyde Road - Hunter River Rte 2	743,568
Clyde Road - Smith Road - Rte 2	267,413
Dingwells Mills - Armadale - Rte 2	963,243
Exploration Drill & Soil Sampler -	37,370
Graham's Rd. - Blueshank Rd.	4,651
Mt. Stewart - St. Andrews Rte 2	905,181
Portage - West Devon Rte 2	738,137
Richmond - Ellerslie (East)	202,229
Richmond - Ellerslie (West)	22,332
Total Highway Strengthening Project	5,157,876

PROVINCIAL RECONSTRUCTION

Prince County

Blueshank Road (85)	50,024
Boulter Road (84)	458,044
Dystant Road	26,366
Elmsdale - Western Rd. Int. Prop.	6,000
Grand River Rd.	248,755
Greenmount Road (84)	450,421
Kelvin Grove Road (84)	105,295
Kinkora Road	789,295
Main St. Kensington	248,017
Margate Rd.	395,771
North Bedeque Rte 1A	70,572
North Carleton Road	625,404
Shore Road (Campbellton)	311,423
Total Prince County	3,785,387

Queens County

Airport Access Intersection	223,384
Alexandra Road	371,197
Birchmount Drive Sherwood	26,924
Brackley Road	515,785
C.T.C. Intersection	489,895
Charlottetown Perimeter Road	444,409
China Point Road (84)	364,282
Colville Rd. - TCH Intersection Prop.	4,500
Cornwall Intersection	188,351
Covehead Road	188,149
Clifton Rd.	476,631
Darlington Rd. (84)	190,043
Doncaster Ave, Sherwood	89,414
Foundation Dr. Sherwood	36,231
48 Rd. (Mt. Albion)	68,460
Kingston Road (84)	67,573
Kingston Road (85)	458,264
Norwood Corner Lights	8,178
Riverside Hospital Roadway	16,127
Riverside Drive	166,633
Riverside Dr.-Exhibition Dr.-Energy Plant	270,633
Rustico Road (84)	97,024

Selkirk Road	128,050	
Shamrock Road	314,068	
Tea Hill Road	196,809	
Warren Grove Road	462,321	
York Road (84)	245,766	
Total Queens County		6,109,101

Kings County

Bangor Road (84)	568,795	
East Point Road	458,642	
Forest Hill Road	221,522	
Fortune Road	53,708	
48 Road	296,727	
Mellish Road	62,057	
Panmure Island Road	151,463	
Total Kings County		1,812,914
TOTAL PROVINCIAL RECONSTRUCTION		11,707,402
Survey & Travel Expenses	1,129,229	
Asphalt Material	(65,953)	
Fencing Crew Queens County	26,127	
Total		1,089,403
TOTAL HIGHWAY CONSTRUCTION		17,954,681

PROVINCIAL PAVING

Prince County

Briggs Dr. St. Eleanors (Fairview Sub-division)	26,427
Cameron Road (Sandstone)	29,750
Cameron Road (Gravel)	25,555
Centennial St. O'Leary	14,145
Church St. Tignish	80,902
Dunbar Road	34,632
Higgins Road (Sandstone)	27,924
Higgins Road (Gravel)	54,933
Kinkora (Newtown Road) School	31,887
MacEwen Road Wilmont	140,430
North St. Eleanors Rd. (Sandstone)	42,266
North St. Eleanors Rd. (Gravel)	57,839

Old Princetown Road (84)	71,060
Old Tryon Road	9,148
O'Leary St. (Willow) Storm Sewer	58,652
Pine Dr. St. Eleanors	8,605
Pope Road, St. Eleanors	33,568
Pope Road Sidewalk	16,144
Raynor Road	10,106
Settlement Rd Nail Pond (Sandstone)	64,109
Settlement Rd (Gravel)	45,435
Thompson Road	30,433
Trainor Rd (Sandstone)	39,413
Trainor Rd (Gravel)	112,676
West Devon Rd	34,973
1st Prince Ditching	93,375
2nd Prince Ditching	64,077
3rd Prince Ditching	50,876
4th Prince Ditching	72,972
Prince County Soil & Water Conservation	5,492
Total Prince County	1,387,804

Queens County

Allan St. & Mt. Edward Rd. Int.	4,586
Aptos Drive, Kinlock	17,129
Belvedere Ave., Sidewalk	8,899
Corrigan Rd. (Sandstone)	12,790
Corrigan Rd. (84)	3,498
Hardy Mill Road (Sandstone)	28,328
Hillview Dr. - Ross Cres. - Int. Kinlock	10,891
Hurry Road (Standstone)	5,516
Hurry Road (Gravel)	7,379
Iris Road	182,892
MacAleer Dr. (Sherwood Plant)	256,254
MacEachern Rd. (Sandstone)	12,959
MacEachern Rd. (Gravel)	40,767
McGuirk (Dromore) (Sandstone)	44,559
McGuirk (Gravel)	98,725
Maitland Rd (Sandstone)	29,654
Maitland Road (Gravel)	74,997
Riverdale Rd (Sandstone)	39,279
Riverdale Rd (Gravel)	45,194

St. Catherines Rd (Sandstone) 37,044
St. Catherines Rd (Gravel) 65,451
St. Patricks Road 57,229
Suffolk Road 6,000
Toronto Road (Gravel) 86,161
Trout River Road (Gravel) 18,031
1st Queens Ditching 94,081
2nd Queens Ditching 69,769
3rd Queens Ditching 90,290
4th Queens Ditching 76,187
5th & 6th Queens Ditching 41,366
Queens County Soil & Water Conservation 8,920

Total Queens County 1,574,825

Kings County

Collins Road (Sandstone) 94,703
Collins Road (Gravel) 30,683
Dingwells Mills Dump Road 2,579
Greenfield Rd (Gravel) 38,260
Greenvale Road (Sandstone) 15,939
Greenvale Road (Gravel) 55,371
Kitson Road (Sandstone) 8,905
Kitson Road (Gravel) 42,046
Main St. Souris 5,115
Mill Road (Gravel) K-4 38,482
Mill Road (Sandstone) K-5 41,361
Mill Road (Gravel) K-5 56,985
Morell High School Storm Sewer 4,444
Red House Rd (Sandstone) 46,207
Red House Rd (Gravel) 126,197
St. Catherines Rd. 35,198
St. Georges Chapel Wharf Rd (Gravel) ... 15,437
Sheehan Road (Sandstone) 61,706
Sheehan Road (Gravel) 2,968
Sturgeon Wharf Rd (Gravel) 10,848
Windon Road (Gravel) 99,903
1st Kings Ditching 66,964
2nd Kings Ditching 64,377
3rd Kings Ditching 58,278
4th Kings Ditching 31,824

5th Kings Ditching	59,789	
Total Kings County		1,114,569
TOTAL PROVINCIAL PAVING		4,077,198

SUB-DIVISIONS

Bluebell Farms Subdivision (Wilmot)	33,174
Bluebell Farms Subdivisions (Dawson)	15,289
Eastern Realty Subdivisions	25,904
MacAskill's Subdivision	87,790
Russel Rogers Subdivision	22,216
Southview Estates Subdivision	1,607
Taylors, Robert Subdivision	25,254

TOTAL SUBDIVISIONS	211,234
HIGHWAY LABORATORY	414,781
PAVEMENT ASSISTANCE FOR DRIVEWAYS	236,464
PAVEMENT MANAGEMENT SYSTEM	48,118
CAPITAL GARAGE EQUIPMENT	731,710
HIGHWAY LIGHTING	9,429
CHARLOTTETOWN AREA LANDFILL SITE	325,067
TOTAL HIGHWAYS CAPITAL ACCOUNT	33,500,063

PARKS BRANCH

Parks Upgrading	539,119	
Total Parks Branch		539,119

CAPITAL BUILDINGS BRANCH

Government House	30,695
Prince Co Jail & Courthouse	26,166
S Kings/Queens Reg. Ser. Cent.	154,491
Summerset Manor	49,905
Prince Edward Home	7,500
Young Offenders Centre	116,830
TOTAL CAPITAL BUILDING BRANCH	385,587

TOTAL CAPITAL EXPENDITURES DEPARTMENT OF TRANPORTATION AND PUBLIC WORKS	34,424,769
TOTAL DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS EXPENDITURES	78,743,603